"All the ... That's Fit ... t."

The New York Times.

THE WEATHER.
Cloudy Wednesday; Thursday probably fair; moderate north winds.
For full weather report see Page 23.

VOL. LXI. ... NO. 19,807. NEW YORK, WEDNESDAY, APRIL 17, 1912.—TWENTY-FOUR PAGES. ONE CENT In Greater New York, Jersey City, and Newark. TWO CENTS Elsewhere.

ONLY 400 TITANIC SURVIVORS NAMED BY CARPATHIA; WIRELESS SEARCH OF THE SEAS FOR FURTHER NEWS

President Taft Early Wired for News of Major Butt.

VINCENT ASTOR'S GRIEF

Son of John Jacob Offers a Fortune for Word of His Father.

WIDENER WORRIES OVER SON

Mrs. B. Guggenheim Blames Company for Shortage of Lifeboats.

MRS. CORNELL PROBABLY SAFE

But Magistrate Was First Told Her Name Was Not in List of Saved.

NO RESCUES BY ALLAN LINERS

Vice President Franklin Admits He Held Back News Because It Was Discouraging.

From early dawn yesterday until early this morning the local offices of the White Star Line in Bowling Green were besieged by relatives and friends of persons known to have been on the ill-fated Titanic. It was an orderly but pathetic crowd of men and women, and there was not a moment when a tear-stained face was not scanning anxiously the printed lists of known survivors that were posted on the bulletin boards.

Besides the hundreds who called the White Star Line received hundreds of telegrams from all parts of the United States and Canada, one of the inquiries being from a White House attaché, who, in the name of the President, asked if there was any definite news of the fate of Major Archibald Butt, U. S. A., President Taft's military aid and intimate friend. There was little hope in the answer that was quickly sent back to the White House. It was the same message that sent women weeping from the offices and made strong men turn pale:

"There is no mention of the name in the list of the rescued so far received from the Carpathia."

There were many cablegrams received from relatives and friends of Titanic passengers living in distant lands, who harbored the forlorn hope that may be there was good news in New York that had not yet reached them. As for telephone calls, both long distance and local, there was not a second of the day when the wires were not busy. Telephone operators and clerks answered the calls and gave what comfort there was to be derived from the fact that among the names yet to be received from the Carpathia might appear that of the father, mother, brother, sister, or friend inquired about.

P. A. S. Franklin, Vice President and General Manager of the International Mercantile Marine, was early in his office. Mr. Franklin was in great distress. His admission that he no longer had any hope that other survivors had been picked up by the Allan liners, Parisian and Virginian, was pathetic.

Bright and early yesterday morning the steamship officials prepared for the ordeal they knew was coming. Monday night the lesser officials and clerks who answered inquiries concerning the Titanic's passengers were always careful to follow the definite information they had about the Carpathia's rescue with expressions of hope that equally good news was expected from the Virginian and the Parisian. Yesterday they did not refer to the Allan liners, but tried to instill hope with the suggestion that perhaps those about whom inquiries were made were among the fortunate whose names have not yet been reported by the Captain of the Carpathia.

Vince... tor's Grief Pitiable.

Vincent ..., son of Col. John Jacob Astor, who ... believed to have gone down with the ..., was among the earliest to mak... ...es. The young man was grief-st... ...for he was a chum as well as a s... of John Jacob. He was told that h... stepmother, who was Miss Madeleine Force, was known to be among the saved, but that the worst was feared concerning the fate of his father, whose name was missing from the slender list that had been wirelessed from the Carpathia.

Young Mr. Astor had remained up all night, hoping against hope for some reassuring word. He went to The Associated Press, and scanned its late reports. He also visited the Marconi Company's offices early in the morning. He was almost hysterical from grief, and one of the operators said he cried out that he would give all the money that could be asked for if the operator would only tell him that he had news of his father's safety. The operator was unable to give this assurance. He then tried to get in touch by wireless with the Carpathia, but it was not until the partial list received by the line was bulletined that he learned of the rescue of Mrs. Astor, news that carried with it a reasonable confirmation of his fears that his father had gone down with the ship.

By 8 o'clock yesterday morning the White Star offices were crowded from booking rail to booking rail, while outside on the opposite side of Broadway and filling Bowling Green Park was another crowd, in which could be seen many a tear-stained face. The crowd increased in size so rapidly that the four policemen detailed to duty in front of the steamship offices asked for reinforcements. Two mounted policemen were then ordered to duty in front of the office, while half a dozen others were sent from the Old Slip Station to duty in the park space, on which the office fronts.

Within the two big main offices of the International Mercantile Marine men and women, some of the latter with eyes red from weeping, were banked in between the long booking desks, each anxiously waiting a chance to inquire for some dear one who had been a passenger on the Titanic. Every now and then a woman would reach the rail, and, bending over, ask the clerk if the person of whom she sought news was safe.

Sometimes a grief stricken cry followed the giving of the information. On one or two occasions, when the news was good, it was a hysterical joyous expression of relief. This was true not only of the women inquirers, but also of some of the men.

Overcome by Good News.

Of the latter one of the first to appear at the office of the company was Edward Frauenthal, of 783 Lexington Avenue, who had two brothers on the Titanic, Dr. Hyman and J. C. Frauenthal, the latter a lawyer. Both are reported saved. When he was told that his brothers' names appeared on the Carpathia's list of survivors Mr. Frauenthal was so overcome that he hardly could walk to the telephone to send the good news to his home. In a voice that was scarcely audible to those near him he called his home number. When Mrs. Frauenthal answered he broke down and sobbed.

"I tell you they are saved!" he cried in a hoarse voice. "Yes! yes! they are safe! Do you hear what I say?"

The telephone receiver fell from his hand and Mr. Frauenthal sank to the floor, completely overcome by the good news. Helped to his feet, he turned to the reporters.

"Young men," he said in a broken voice," pardon me, but I could not help it. My nerves are all unstrung."

Another of the morning inquiries was a long distance one from Philadelphia. It was for news of Mr. and Mrs. George D. Widener and their son Harry Elkins Widener, who are of the well-known Philadelphia family of that name. Mrs. Widener is among those reported on board the Carpathia, but so far no mention has been made of Mr. Widener or his son as being among the saved.

Later in the day P. A. B. Widener of Philadelphia called at the White Star Line office to make inquiries concerning the fate of his brother, George D. Widener; his wife, and their son, Harry Elkins Widener. Mr. Widener was deeply affected when told that while Mrs. Widener was among the saved, neither his brother's nor his nephew's name appeared on the list of survivors sent out by Capt. Rostron of the Carpathia.

The Rev. Albert C. Larned, rector of St. Michael's Protestant Episcopal Church of Bristol, R. I., came to New York to get first-hand information concerning Mr. and Mrs. Arthur Ryerson and their three children, all of whom were on the Titanic. He found out that with the exception of Mr. Ryerson, the family had been saved.

William H. Force, father of Mrs. John Jacob Astor, remained up all night in hope of getting news of his daughter and her husband. When he saw that Mrs. Astor's name was on the list of rescued he was overcome with joy. He lost no time in telling his wife and daughter of the escape of Mrs. Astor, and asked the line to notify him the moment that any definite news was received concerning Col. Astor.

From London came a cablegram asking for news of Sir and Lady Cosmo Duff-Gordon. The cable remained unanswered for some time, as the line officials and their employes had more than they could attend to in handling the inquiries at their doors. Finally, however, a cablegram was sent to London stating that both Sir Cosmo and Lady Duff-Gordon were among those who had been saved.

Straus's Secretary Waits All Night.

A representative of the Straus family was at the steamship office continuously yesterday waiting for news of Mr. and Mrs. Isidor Straus. Sylvester Byrnes, Mr. Straus's secretary, had remained in the office all night. With the exception of a few hours he was there all day yesterday. Neither Mr. Straus or his wife are mentioned in the list of survivors wirelessed from the Carpathia. Mr. and Mrs. Straus's many relatives and numerous friends in New York and elsewhere are in great distress over the uncertainty of their fate.

Many inquiries were made at the office during the day about Benjamin Guggenheim, but no hopeful reply could be given as Mr. Guggenheim's name was not included in any of the lists of survivors received.

About 10 o'clock, just when the crowd in the office was largest, Mrs. Benjamin Guggenheim arrived, accompanied by her brother and sister-in-law, Mr. and Mrs. De Witt F. Seligman. Mrs. Guggenheim gave every evidence of great mental agitation. Although she bore up bravely, it was apparent that the terrible suspense was threatening a complete breakdown.

Like all the others who were there Mrs. Guggenheim carefully went over the lists supplied by the company and questioned several of the clerks. Then when she found that there was no message of hope for her she sank down on a bench. She talked freely with the newspaper men, seeking from them every bit of information she could obtain about the disaster.

Not Boats Enough, She Says.

"If so many were lost then the White Star Line did not have enough boats," declared Mrs. Guggenheim passionately. "There should have been more boats."

Then she suddenly drew back in her seat and sat for some minutes staring quietly ahead of her at the line of weeping women and broken men who were passing by, but giving no indication that she saw them at all. After nearly an hour had elapsed she demanded an interview with Mr. Franklin and was shown to his office. He could only tell her that no reports had been received of her husband, and then Mrs. Guggenheim left the building, going to the St. Regis Hotel. Mr. Franklin promised that any news would be telephoned to her immediately upon its receipt at his office.

Several relatives of Mr. and Mrs. D. W. Marvin of 317 Riverside Drive, who were married recently and went to Europe on their wedding trip, were at the White Star offices from 10 o'clock until late in the afternoon. They had found Mrs. Marvin's name on the list of survivors, but no mention was made of Marvin and they were unwilling to give up hope. They were Mr. and Mrs. H. N. Marvin, the parents of the bridegroom and Mrs. Frank Farquharson and Miss Carmichael, sisters of the bride, and D. G. Carmichael, a brother. There were a number of relatives and friends at the office to seek information about another newly married couple, Mr. and Mrs. George Harden of Brooklyn. Both were rescued and were safe on the Carpathia it was learned.

In the office where the list of survivors among the passengers traveling second class was posted there was a pathetic incident at about 11 o'clock, when Benjamin Haran and his wife Agnes of 446 West Fifty-fifth Street hurried in in the hope of obtaining information about Mrs. Haran's mother, Mrs. Mary Mack. She had started for America on the Titanic and was planning to make her home here with daughter and son-in-law. Mrs. Haran became hysterical when she did not find her mother's name on the list.

Mrs. Cornell Probably Safe.

Magistrate Robert C. Cornell reached the White Star offices just before 10 o'clock, accompanied by two friends. He had carefully searched the list of survivors published in the morning newspapers, he said, and had found there the names of his sisters-in-law, Mrs. E. D. Appleton of Boston and Mrs. J. M. Brown, but the name of his wife, who had been with them, was not included. He looked over the later lists that had been posted in the office and then sank into a chair, his head dropping forward. He tried hard to bear up under the blow but his voice shook when he spoke.

"I can't understand it, I can't understand it," he repeated. "How were they separated?"

At this point a photographer moved his camera in front of the Magistrate, and he started up in his chair, his nerves quivering.

"Don't! don't!" he pleaded.

Mr. Cornell waited at the White Star office for half an hour, and then walked slowly away, supported by two of his friends. He seemed to have aged ten years in that half hour, and did not even look up when several in the crowd about the door, recognizing him, called out words of sympathy.

Mrs. Cornell and her sisters, Mrs. Brown and Mrs. Appleton, went to England to attend the funeral of their sister, Lady Drummond.

Later in the day it seemed reasonably certain that Mrs. Cornell had been saved and that her name had been erroneously wirelessed as Mrs. R. O'Connell. There was no Mrs. O'Connell booked on the Titanic, cablegrams from London and Southampton stated, and it is now believed that the Mrs. O'Connell of the Carpathia's list is Mrs. Cornell. The information that there seemed no doubt that Mrs. Cornell was safe was communicated to Magistrate Cornell.

"Thank God! That sounds right, and I believe it is true," said he when he got the message telling him of the obvious mistake of names in the transmission of the list of survivors.

Lorillard Spencer came to the White Star offices yesterday afternoon to make inquiries concerning Mr. and Mrs. W. A. Spencer, his uncle and aunt. Mr. Spencer was told that Mrs. Spencer was safe, but that no word as to the fate of Mr. Spencer had been received.

Since early Monday evening Mrs. Henry Herschell Adams of 806 Madison Avenue had made several visits to the steamship offices asking for information concerning her nephew, William E. Carter, who, with his wife and two children, were on the Titanic. At noon yesterday she was informed that the Carter family was safe on the Carpathia.

Mr. and Mrs. Edgar J. Meyer, the latter a daughter of the late Andrew Saks, the well-known merchant, were on the Titanic, but their names are not on the list of rescued received from the Carpathia. Relatives and friends of the young couple, who have not been long married, kept in constant touch with the offices of the line yesterday, hoping for news of them. Mr. Saks died only a few days ago.

Was Coming to Marry His Brother.

In the second cabin of the Titanic was the Rev. Mr. Byles. L. M. Byles, a New York broker, and W. Hunter Byles of Omaha, Neb., who are his brothers, made many anxious inquiries concerning him yesterday, but up to a late hour last night no word had been received from the Carpathia of the presence on board of the minister. The Rev. Thomas Byles was on his way to New York to officiate at the marriage of another brother, who lives in Brooklyn.

In the afternoon a stylishly dressed young woman came to the White Star offices She had a newspaper in which the names of the unknown survivors were printed. She approached one of the clerks, but became hysterical before she could ask a question. She collapsed and a physician was called to attend her. She murmured a name that sounded like Weir, but there was no passenger of that name on the Titanic's cabin lists.

About the same time a Mrs. Butts of Newark came in. When she gave her name many thought she was a relative of Major Butt, the President's aid. This deduction proved wrong, however, for she came to inquire for Mr. and Mrs. C. E. H. Stengel of Newark. They are both among the saved.

"Thank God! Thank God!" said Mrs. Butts when she received the good news. She left the office weeping hysterically.

Many Inquiries for H. B. Harris.

Numerous and anxious were the inquiries for Mr. and Mrs. Henry B. Harris. Mr. Harris is one of the city's best known theatrical managers. Scores of his friends both in the theatrical and the business world, called in person or by telephone to learn if there was any news of Mr. Harris or his wife. Mrs. Harris is saved, but the absence of any mention of Mr. Harris's name would seem to indicate that he is among the lost.

A story was circulated yesterday that Mr. Harris had been picked up by a steamer other than the Carpathia, and that he had wirelessed his office in New York that he was safe. Investigation showed that there was no ground whatever for printing such a story.

Still another in whose fate many are deeply interested is Wyckoff Vanderhoef, Secretary of the Williamsburg Fire Insurance Company. His name is not among those sent from the Carpathia, and his friends fear that he is among the lost.

Another who was at the offices early yesterday was Nathan Vidaver, a lawyer, of 116 Nassau Street, who sought information concerning his sister, Mrs. Washington Dodge, and her four-year-old son. He was told that both had been saved. Mrs. Dodge is the wife of the City Assessor of San Francisco. Whether her husband, who was also on the ship, had been saved was in doubt.

And there were scores of others who poured in and out of the offices all day long. H. P. Watson, a civil engineer of Buffalo, came on to the city to inquire about Mr. and Mrs. Edwin E. Kimberly, and then hurried away again, the happy possessor of the information that both had been rescued. Charles Oxenham of New Dorp was there to learn the fate of his brother Thomas and his cousin, Walter Harris, both of England. They were not named on the list. Henry E. Sprague, a lawyer, of 80 Broad Street, searched vainly for the name of his sister, Mrs. E. H. Eustis.

Until last night no report had been received at the White Star office concerning the fate of the steerage passengers, and the little band of men and women who collected in the room where it was announced information would be given out were sorely distressed.

The news of the disaster did not spread so rapidly among the relatives of those in the steerage, however, as many of them are foreigners who do not often read the newspapers, and perhaps are not familiar with the English language. But about fifty had put in an appearance by noon, several of them bringing slips of paper on which were written the names of relatives and friends for whom they made inquiries. Some broke down and wept when the clerk shook his head to signify that there was no good news for them. Others stood mutely for a time, and then again appealed to the clerk, unable to understand why they were not given the information for which they asked.

To be absolutely certain that no person is alive on any of the ice fields near where the Titanic went down, and for the purpose of keeping a constant lookout for bodies, the cable steamship Mackay-Bennett, lying at Halifax, was chartered by the White Star Line last night and dispatched to the scene of the disaster. The ship was started even before all the charter details were arranged. Vice President Franklin said it was his purpose to keep the Mackay-Bennett hovering about the scene of the wreck for several days, possibly weeks. Her present orders are to remain until recalled, making a constant search of the zone in which wreckage is afloat.

Latest Shipping News.

BY WIRELESS.—SS Mauretania, Liverpool to New York, 1,311 miles east of Sandy Hook at 9 P. M. 16th; due Friday morning. Cunard Line. SS Caronia, New York for Liverpool, 378 miles west of Fastnet at 5:24 P. M. 16th; due at Queenstown Wednesday evening. Cunard Line.

Northern Pacific Railway Ticket Office moved from 319 Broadway to 1,244 Broadway, in Imperial Hotel Building, between 31st and 32d Streets; telephone Madison Square 4040. Tickets to all points in the Northwest. Yellowstone Park Line. W. H. Mershon, General Agent Passenger Dep't.—Adv.

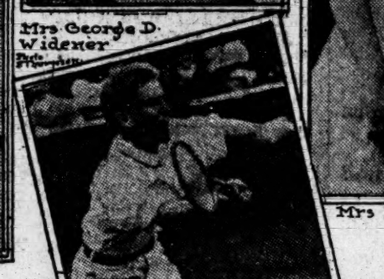
Mrs. J. J. ASTOR.
© International News Service.

Mrs George D. Widener

Mrs HENRY B. HARRIS.

DOROTHY GIBSON.

J. Bruce Ismay.

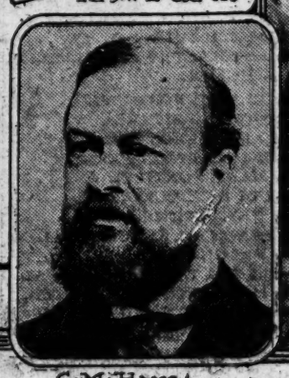

Mrs. George D. Widener

Mrs. W. E. Carter

Mrs. Jacques Futrelle

Mrs. J. W. Cardeza.

Lady Duff Gordon


Col. M. Hays

Mr. & Mrs. H. E. Stengel.

Some Who Were Saved when the Titanic Went Down

Olympic, Too Late to Help, Went On.

ON BOARD THE STEAMSHIP OLYMPIC, AT SEA, April 16.—The Olympic received news at midnight Sunday that the Titanic had struck ice. She started immediately for the scene, but resumed her course eastward at 5 o'clock in the morning upon hearing that Titanic had sunk at 2 A. M.

The only details known are that 670 persons were saved, mostly women and children.

All the crew, except those manning the boats, are believed to have been lost.

This dispatch was sent to The Associated Press by Loudon G. Charlton of New York, a passenger on the Olympic, and is the first word received concerning the disaster from any one outside of official sources. It will be noted that the number of survivors is practically identical with the original dispatches. Later dispatches, however, indicated that 868 persons were saved.

Carpathia Not Expected Until Thursday Night with Survivors.

NOT IN WIRELESS TOUCH

Vain Attempts All Day to Reach Her for Details of the Disaster.

TITANIC OFFICERS ABOARD

Four of Them Picked Up from Boats with Second Marconi Operator.

SCOUT CRUISERS SENT OUT

Ordered by President Taft to Get Into Touch with the Rescue Ship.

HOW TO MEET SURVIVORS

Arrangements Made to Avoid Confusion When Relatives Go to the Pier.

Special to The New York Times.

CAPE RACE, N. F., April 16.—At 2:15 A. M., New York time, to-day, the Olympic finished sending to the Marconi station here the list of Titanic survivors on board the Carpathia. It was presumed that this was not a complete list, but evidently it was all the Carpathia had given the Olympic up to that time, as the station was in communication with the latter for about an hour afterward, and the Olympic did not offer further names of survivors.

About 8:15 A. M. the Olympic signaled that daylight had come, and the ship was consequently passing out of the range of the station here. Shortly afterward communication ceased altogether.

No further information arrived here during the day relative to the Titanic disaster. It is believed that the Carpathia started back for New York about 7:30 A. M. on the 15th. It is not known here whether the Olympic stopped at all.

A wireless message to-night from Capt. Haddock of the steamship Olympic, relayed by the Celtic, reads as follows:

"Please allay rumors that the Virginian has any of the Titanic's passengers. Neither has the Tunisian. I believe that the only survivors are on the Carpathia.

"The second, third, fourth and fifth officers and the second Marconi operator are the only officers reported saved."

Sable Island communicated with the Carpathia about 5 P. M. She was then a good distance eastward.

The Californian is unable to raise the Carpathia, but expects to get into communication later.

Somewhere in the Atlantic, pointed direct for this port, the Cunard liner Carpathia is speeding along as fast as her engines will drive her, bringing in the surviving 868 members of the passengers and crew of the White Star liner Titanic which sank early Monday morning, 800 miles off Newfoundland after her collision with an iceberg. Since the Cunarder left the scene of the wreck, probably about 7:30 o'clock Monday morning, no word has been received from her direct.

She will make no stop until she reaches this port, and here she will not be held up at Quarantine, for, since leaving here for a cruise in the Mediterranean, she has stopped at no foreign port. Nevertheless, it is not believed that the liner can reach here before late to-morrow afternoon or early Friday morning. Then she will go direct to the Cunard piers at the foot of Twelfth, Thirteenth and Fourteenth Streets, North River.

Not until then, perhaps, will it be known just how many of the passengers of the Titanic have been saved. So far only 400 names have been wirelessed from the Carpathia, via the Olympic, though it was reported that 868 were saved. Certain it is that 1,252 of the ship's complement of 2,120 souls have been lost, but who are the other 468 that have been saved has not been told.

It is known that the Carpathia was in wireless communication with the Olympic of the White Star Line as late as 2:30 A. M. Monday, and the Olympic, with her greater wireless range, sent the list of those rescued and then aboard the Carpathia to the wireless station at Cape Race, Newfoundland.

Efforts to reach the Carpathia to ask for additional names if other passengers are aboard have failed. No word has been received from the boat since the last one relayed by the Olympic. As she nears this port, however, the Carpathia must come within range of the wireless station at Siasconsett on Nantucket and the string of stations along the south shore of Long Island. It may be that then she will add other names to the list which she has

ANTEDILUVIAN WHISKEY.
Lots of time and bother to get it just right, but it pays. Luyties Bros., New York.—Adv.

Aplanatic Invisible Bifocal eyeglasses for easy and distant vision. SPENCER'S, 1 Maiden Lane.—Adv.

For that tired feeling in the spring try Angostura Bitters, a famous tonic.—Adv.

sent already and offer a suitable explanation of why the sending ceased when wireless communication with shore could still be had.

Frederick W. Ridgeway, manager of the steamship department of the White Star Line, gave out early this morning the message from the Olympic by way of Cape Race, telling of the saving of the second, third, fourth, and fifth officers and the second Marconi operator of the Titanic. Mr. Ridgeway said the message had been received at 12:15 o'clock this morning.

He suggested that a severe electrical storm probably had interfered with the receipt of earlier dispatches from the Carpathia. He said he had been informed in the message telling of the rescue of the officers that there was, and had been for several hours, an electrical storm in the path of the Carpathia and he said there was no doubt that this would interfere with the transmission of wireless messages.

Taft Orders Out Scout Cruisers.

It is certain now, however, that only such persons as were taken aboard the Carpathia escaped with their lives. All day there was hope that the Allen liners Virginian and Parisian or the Sable Island cable steamer Minia had managed to pick up some survivors of the wreck.

In the morning, however, word was received at Halifax from both the Virginian and the Parisian that they had reached the scene of the wreck too late to be of assistance. They had cruised over the spot and had sighted wreckage in the big ice field in which the Titanic went down, but they had found no trace of a human being. The Parisian put back to Halifax, but the Virginian continued on her way with the mails to Liverpool. The Olympic, too, after her farewell to the Cape Race wireless station, continued on her way across the seas.

The Minia, which hurried from Cape Cod as soon as the first wireless call for help was received from the Titanic, got in communication with the station yesterday and said that she had found no sign of life at the spot where the Titanic went down. That steamer, too, is putting back for port, having abandoned as useless any further search for survivors.

President Taft, however, decided on one last effort made to gather in other survviors of the wreck. He ordered the scout cruisers Salem and Chester to proceed to the spot beneath which the Titanic now lies, giving them orders to intercept the Carpathia on the way and to wireless to Washington immediately a full report of the wreck. The cruisers should pick the Cunarder up before she gets in wireless touch with shore, and through them, perhaps, may come the first official word of the wreck. They are to go on to the scene of the collision then, but there seems no hope at all that they will find survivors for which four steamships have searched in vain.

The Chester was caught by wireless about forty miles off the Chesapeake Capes, and by 4 o'clock yesterday afternoon was steaming northward at twenty knots an hour, aiming to get as quickly as possible in touch with the Carpathia. Two revenue cutters were notified also to stand in readiness to proceed to the Carpathia if neccesary, and it may be that they will escort the steamer into this port. There was a question whether the cruiser Salem had sufficient coal for the voyage on which she was ordered so hurriedly, and additional orders were sent from Washington at once that the cruiser North Carolina was to replace the Salem if necessary.

The Treasury Department, through the Customs Office, has given orders to expedite in every way the landing of the survivors of the Titanic and to aid them in meeting their friends on the arrival of the Carpathia. Customs regulations have been suspended and the customs officers have been ordered to aid survivors to meet those who are searching for them.

Every person meeting a survivor will be assigned to a space under his initial at the pier, and he or she for whom he is looking will be directed there by the customs officials. It is hopde in this way to avoid terrible confusion on the pier.

PLEAD WITH SABLE ISLAND.

Marconi Operators There Urged to Send News to Relatives.

HALIFAX, April 16.—Sable Island, so long the terror of transatlantic seamen, is to-night, through the agency of the wireless, the storm centre of a great battle for news of the missing passengers and crew of the Titanic. The wireless station on the lonely, sand-driven island, planted in the Atlantic 120 miles southeast of Halifax, is maintained by the Canadian Government and is one of the most important of the chain of wireless outposts on the Canadian Coast. It has made the island, once known as the "graveyard of the Atlantic," the receiving centre of the news which comes and goes between the passing liners and shore.

The wireless equipment is powerful, within a range of three hundred miles, and the business handled runs up to 12,000 or 15,000 messages a year. To-night the Allan liner Parisian is abreast of the island, headed for Halifax, and the Cunarder Carpathia, which bears the secret of the Titanic, is coming into communication. The Leyland liner Caledonian, bound to Boston, which was reported to have searched the scene of the wreck, is also expected to be in close touch with Sable Island station before morning.

The wireless operators at Sable Island are overwhelmed with messages which have come from all quarters from relatives of passengers craving for news, and the strenuous life the wireless men have lived during the past forty-eight hours will not be relieved until the Carpathia gives up her story.

A Marconigram, which it has been impossible to deliver, is addressed to W. T. Stead, once editor of The Review of Reviews, on the Titanic, from a big London paper, asking him to Marconi back to them a story of the disaster of any length he might decide and at his own figure. The London Daily Telegraph offered £1,000 to the first St. John's, Newfoundland man to send them an exclusive story of the Titanic disaster.

OTTAWA, Ont., April 16.—Orders have been given by the Marine Department here to the different wireless stations to expedite the sending of messages to the press and the public that may be received concerning the wreck of the Titantic. All "red tapeism" will be abandoned in the desire to rush to the waiting world any information picked up within the zone of the wireless, but already reports received indicate a congestion of inquiries.

Experts in the Marine Department do not hold out much hope that any bodies will be washed ashore on the Canadian coast. The Gulf Stream flows with all its strength at the point where the Titanic is reported to have sunk, and they state that the bodies probably will be carried southward. However, orders have been issued to the lighthouse men to keep a sharp lookout. The nearest lighthouse is on Sable Island, 600 miles away.

The Government service contains no boats large enough to proceed to the scene of the disaster. The Niove is laid up in Halifax, while the others are yet in Winter quarters. Orders will be issued for shore establishments post scouts in the hope of picking up bodies if by any chance any are washed onto the Canadian coast.

NO RESCUES BY OTHER SHIPS

Reports from Vessels Limit the Number of Survivors to 866.

Special to The New York Times.

HALIFAX, N. S., April 16.—All hope that any of the Titanic's passengers were picked up by steamers other than the Carpathia, which is on her way to New York with 866 survivors, was destroyed to-day when messages from the Allan liners Virginian and Parisian and the Sable Island cable ship Minia, stating that they had none of the Titanic's passengers aboard, were picked up here.

The Minia reported this afternoon that she had sighted a great mass of wreckage, but no boats or rafts of the Titanic. The Minia was at Cape Race when the Titanic's first wireless for help was received, and she started to the rescue.

The Parisian got in touch with Sable Island at 11 o'clock this morning, and her Captain reported that he had searched the ocean in the vicinity of the disaster, but had found no sign of human life or of bodies. He reported that the weather was cold, and that any persons who might have clung to wreckage undoubtedly would have died of exposure. The Parisian is expected to reach here tomorrow morning.

A wireless to Cape Race from Capt. Campbell of the Virginian stated that he had arrived at the scene of the disaster too late and was proceeding on his voyage to Liverpool. The Olympic also is proceeding eastward.

These reports have made it certain that none except those aboard the Carpathia were saved from the Titanic, and messages from the Carpathia picked up at Cape Race establish the fact that every lifeboat launched by the Titanic was accounted for. Apparently every person for whom there was accommodation in a lifeboat was saved and all others went down with the ship.

LIST OF SURVIVORS NAMES ONLY 400.

As Transmitted From the Carpathia By Way of the Olympic—Latter Was Still in Communication After List Sent—Anxious Waiting for Names That May Be Added.

The following list of passengers rescued from the Titanic and now being brought to this city on the steamship Carpathia contains all the names sent from the Carpathia:

These names were sent through the Olympic, and, as a dispatch to THE TIMES from Cape Race, printed elsewhere, points out, seemed to be all the Olympic had received from the Carpathia. What names the Carpathia may have to add cannot be known until the Carpathia is again heard from. Four hundred or more survivors remain to be accounted for. These, of course, include the members of the Titanic's crew who left the ship.

By comparing the names with those listed in the various classes in the passenger list, it will be seen that some names appearing among the survivors were not contained on the passenger lists. These may have joined the ship at Cherbourg or Queenstown after the formal lists were made out. Only the purser of the Titanic would probably have record of these names.

Occasionally in the list of survivors, some dpulication will be found, owing to the uncertainty of spelling in transmission from the Carpathia. Such names are listed below in each of the forms they may fit.

A.

Mrs. HANNAH ABELSON.
Mrs. ROSE ABBOTT, (probably Mrs. N. AUBERT.)
Miss E. W. ALLEN.
Master ALLISON and nurse.
Miss GEORGETTA ANNADILL.
Mr. HARRY ANDERSON.
Miss K. T. ANDREWS, (probably Miss CORNELIA I. ANDREWS.)
Mr. and Mrs. WILLIAM ANGLE.
Mrs. E. D. APPLETON.
Mr. GEORGE ARDEN.
Mrs. JOHN JACOB ASTOR and maid.

B.

ADA E. BALLS.
Mrs. A. H. BARKWORTH.
KARL BARRATT.
Miss A. BASSINA.
MIAH BATHWORTH.
Mrs. JAMES BAXTER.
Mr. GEORGE BRAYTON.
Miss MARGARET BAYS.
EDWARD BEALE, or BEANE.
Mrs. ETHEL BEANE.
Mrs. ALLEN BECKER, or BEIKER.
RICHARD BECKER, probably BEIKER.
RUTH BECKER, probably BEIKER.
Miss MARY BECKER, or BEIKER.
Mr. and Mrs. R. L. BECKWITH.
Mr. KARL H. BEHR.
Miss LILLIAN BENTHAM.
Miss BESSETTE.
Miss DAGMAR BEIGHT, maybe Miss DAGMAR BRYL.
Mr. and Mrs. D. H. BISHOP.
Mr. H. BLANK.
Miss C. BENNELL, probably Miss C. BONNELL.
Miss LILY BENNELL. (?)
Miss G. C. BOWEN.
Miss ELSIE BOWERMAN.
HENRY BLANK.
Mrs. BRAHAM.
Mr. J. J. BROWN.
Mrs. J. J. BROWN.
Mrs. J. M. BROWN.
Miss EDITH BROWN.
T. W. S. BROWN.
Mrs. WILLIAM BUCKNELL.
Miss C. M. BURNS.
Miss K. BUSS.
Mrs. KAROLINE BYSTROM.

C.

Mr. E. P. CALDERHEAD.
ALBERT CALDWELL.
ALDEN CALDWELL.
Miss SYLVIA CALDWELL, or Mrs. SYLVIA CALDWELL.
Miss C. CAMERON.
Mrs. CHURCHILL CANDER, may be Mrs. S. KANTOR.
Mrs. J. W. CARDEZA.
THOMAS CARDEZA.
Mr. and Mrs. SENARDO M. CARMACIONA, or RINALDO EMCARMACIONE.
Miss LUCILLE CARTER.
Master WILLIAM CARTER.
Mr. and Mrs. W. E. CARTER.
HOWARD B. CASE.
Miss D. D. CASSEBERE, (Mr. and Mrs. H. A. CASSEBERE on passenger list.)
Mr. and Mrs. TURRELL CAVENDISH and maid.
Mr. H. L. CHAFFEE.
Mr. and Mrs. N. C. CHAMBERS.
Miss VICTORINE CHANDANSON.
W. M. E. CHARLES.
Miss GLADYS CHERRY.
PAUL CHIVRO, probably CHEVRE.
Mrs. B. CHIBINACE, or Mrs. E. M. CHIBNALL.
Miss JULIA CHRISTIE.
M. CHRISTIER.
Miss ALICE CHRISTY.
Miss ADA CLARK.
Mrs. WALTER M. CLARKE.
Miss MARY CLINES, probably Miss M. C. LINES.
STUART COLLET.
Mrs. CHARLOTTE COLLYER.
Miss MARJORIE COLLYER.
Mrs. ROBERT C. CORNELL.
MINNIE MALLCROFT, may be MINNIE MALICROFT, or WALCROFT.
Miss E. G. CROSBY.
Miss H. E. CROSSBIE.
Miss CUMMINGS, (not on passenger list.)
Mrs. J. B. CUMINGS.

D.

Miss MARY DANIELS.
Miss SARAH DANIEL.
ROBERT W. DANIEL, H. HAREN DANIELL.
Mrs. MARY DANZER.
Miss MARY DAVIDSON.
Mrs. THORNTON DAVIDSON.
JOHN DAVIES, may be CHARLES DAVIES.
Mrs. AGNES DAVIS.
Miss MARY DAVIS.
Miss DESSETTE, or BESSETTE.
Mme. B. DEVILLIERS.
Mr. and Mrs. A. A. DICK.
Mr. and Mrs. WASHINGTON DODGE and son.
Miss SARAH DODGE.
Mrs. ADA DOLING.
Miss ELSIE DOLING.
Mrs. F. C. DOUGLAS.
Mr. and Mrs. ROBERT DOUGLAS.
Mrs. W. DOUGLAS.
Mrs. WALTER DOUGLAS.
ALFRED DRACHENSTED.
LULU DREW.
Mrs. B. DRISCOLL.
Miss FLORENTINE DUVAN.
LENORA ASUNCION DURANTE, may be Miss A. DUVAN.

E.

Mrs. BOUTON EARNSHAW.
Miss ELLIS, may be Miss E. M. EUSTIS.
RINARDO EMCARMACION.
Mrs. CAROLINE ENDRES.

F.

Mrs. ELIZABETH FANBAUGH.
ELIZABETH FAUNTHROPE.
Miss ANTOINETTE FLEGENHEIM.
Mr. J. FLYNN.
Miss ELAINE FORMERY.
Miss ETHEL FORTUNE.
Miss ALICE FORTUNE.
Miss MABEL FORTUNE.
Mrs. MARK FORTUNE.
ELAINE FOURQUIERE.
Miss FRANCATELLI.
Dr. HENRY W. FRAUENTHAL.
Mrs. FRAUENTHAL.
Mr. and Mrs. T. G. FRAUENTHAL.
Miss MARGARET FROLEICHER.
Mrs. JACQUES E. FUTRELLE.

G.

ARGENE GENOVESE.
MRS. MARY GERRCIE.
Miss DOROTHY GIBSON.
Miss HELEN GOLDENBERG (or Mrs. E. L. GOLDENBERG).
Mrs. SAMUEL GOLDENBERG.
Mr. JAMES GOOGHT.
LADY DUFF GORDON.
Sir COSMO DUFF GORDON.
Miss ANNA GORVAN.
Col. ARCHIBALD GRACIE.
Miss M. E. GRAHAM (not on passenger list).
Miss MARGARET R. GRAHAM.
Mr. and Mrs. WILLIAM G. GRAHAM.
WILLIAM GREENFIELD, probably G. B. GREENFIELD.
Mrs. LEE D. GREENFIELD.
Miss LEE GREENFIELD.
Miss B. GRISCOLL.
Miss ESTHER GURSIDE.
Miss ETHEL GURSIDE, probably GARSIDE.

H.

Mrs. HALL, (probably Mrs. MARSHALL.)
H. HAMALANIAN.
W. HAMALANIAN.
Miss JENNIE HANSON.
MILES HAUSSIG.
Mr. and Mrs. G. A. HARDER.
Mr. and Mrs. HENRY S. HARPER and servant.
NANCY HARPER, or NINA HARPER.
GEORGE HARRIS.
Mrs. HY. B. HARRIS.
Mrs. ESTHER HART and Miss EVA HART.
Mr. MASABUMI HOSENO.
Mr. HASSENS.
H. HAVEN.
W. J. HAWKSFORD.
Miss MARGARET HAYS.
Mr. and Mrs. CHARLES M. HAYS.
Miss NORA HEALY.
Mrs. ALICE HEARMAN.
Mrs. JANE HEARMAN.
Miss KATE HEARMAN.
Mr. and Mrs. L. HENRY.
Mrs. MARY HEWLETT.
Mrs. JAMES HINON.
Mr. and Mrs. GEO. HOCKING.
Miss ELIZA HOCKING.
Miss NELLIE HOCKING.
Mrs. J. C. HOGEBOOM.
Miss ANNA HOLD and Mr. STEPHEN HOLD.
Mrs. ALEX HOLVERSON.
HENRY R. HOMER or H. R. HORNER.
H. HONONS.
Mrs. W. A. HOOPER.
Mrs. IDA S. HIPPACH.
Miss JEAN HIPPACH.
Mr. and Mrs. FRED M. HOYT.

I.

Mr. J. BRUCE ISMAY.

J.

Mrs. AMY JACKSON.
Miss L. JULIET, (maybe J. LAROCHE or wife.)

K.

Miss NORAH KEAN.
Miss FANNY KELLY.
Miss EMILIE KENCHEN (may be Mrs. F. R. KENYON.
Mr. F. A. KENNYMAN (may be F. R. KENYON).
Mr. and Mrs. ED. KIMBERLEY (may be Mr. and Mrs. E. N. KIMBALL).

L.

Mrs. ELIZABETH LAMORE (may be AMELIA LAMORE or ELIZABETH LENORE).
JULIET LAROCHE.
Mrs. JOSEPH LAROCHE.
Miss LOUISE LAROCHE.
SIMONE LAROCHE.
Miss BERTHA LAVORY.
JESSIE W. LEACH or LEITCH.
Mrs. A. F. LEADER.
Miss JESSIE W. LEITCH.
Miss BERTHA LEHMAN.
GUSTAVE J. LESNEUR, Jr.
Mrs. SIGRID LINDSTROM (may be Mrs. T. LINDSTROM or J. LINDSHOLM).
Miss ANNA LINKKANCA, or LIUKAUCA (probably WILLIAM LAHTIGEN).
Mrs. ERNEST LINES.
Miss M. C. LINES.
MADAM LOLLSTT.
Mrs. ALEXANDER LOUCH.
Miss G. F. LONGLEY.

M.

PHILIP E. MOCK.
Miss GIORGETTA A MADILL.
Miss ROBERTA MAIMY.
ANDREA MALLETTE or ANDREA MALLITTE.
Mme. MALLETTE.
Mrs. PAULA MANGE.
Miss MILLIE MALICROFT (probably Miss NELLIE WALCROFT.
Miss NELLIE MARCROST.
Mrs. FLORENCE MARE.
Mr. PIERRE MARECHAL.
Mrs. MARSHALL.
Miss KATE MARSHALL.
Miss LELIA McDERMONT.
Miss ANNIE McGOWAN.
Mme. MELICARD (may be NOEL MALACHARD).
J. N. MELLERS (may be WM. MELLERS).
Mr. MILE (probably FRANK D. MILLET).
JOHN MELORS.
Mrs. W. E. MINAHAN.
Mrs. DAISY MINAHAN.
Mr. and Mrs. D. W. MERVIN or MARVIN.
Mrs. MULLINGER and child.
Mrs. PAULA MUNGE or Mange.

N.

Mr. and Mrs. WASHINGTON NEWELL, or Miss MARJORIE NEWELL.
Miss MADELEINE NEWELL.
HELEN M. NEWSOME.
Mrs. ELIZABETH NYE.
Mrs. NASSER.

D.

Miss R. O'CONNELL, probably Mrs. ROBERT C. CORNELL.
Mlle. OLIVIA.
Mr. FIEUNAM OMOND.
Miss HELEN R. OSTBY.
Mr. and Mrs. E. OSTBY.
PERCY J. OXENHAM, (probably THOMAS OXENHAM.)

P.

JULIAN PADRO.
EMILIO PALLAS.
Miss NANETTE PANHART.
Mrs. L. PARISH, or PARIS, or PARSH.
Miss A. PASSINA.
Miss ROSIE PENSKY.
Lord PIRRIE, designer of Titanic.
Major ARTHUR PENCHEN.
Miss ALICE PHILLIPS.
AMELIA PORTALUPPI.
Mrs. AMELIA PORTSCHUSS.
M. F. POSOSONS.
Mrs. THOMAS POTTER, Jr.
JULIAN PRADO.

Q.

VERNIE QUICK, may be VERA W. QUICK.
Mrs. JANE O. QUICK.
Miss PHYLLIS O. QUICK.

R.

Mrs. LILLIE RANOUFT, may be LILLIE REBOUF.
Miss APPIE RANELT.
EMIL RAY.
LILLIE REBOUF, or RENOUF.
Mrs. M. J. RENAGO.
Mr. and Mrs. GEORGE RHEIMS, (no Mrs. GEO. RHEIMS in passenger list.)
Mr. RICHARDS.
Mrs. EMILIA RICHARDS and son.
Mr. RICHARDS, Jr.
Mrs. LUCY RIDSDALE.
Mrs. EDNA S. ROBERTS.
Miss ELIZA ROGERS, (probably SELINA ROGERS.)
Mr. C. ROLMANE.
Miss H. ROSEBIE.
Miss EDITH ROSENBAUM.
Countess of ROTHES.
Mrs. M. ROTHSCHILD.
Mrs. LORD MARTIN ROTHSCHILD.
Miss EMILY RUGG.
Miss EMILY RUY.
Mrs. ARTHUR RYERSON.
Miss EMILY B. RYERSON.
Master JOHN B. RYERSON.
Miss SUSAN P. RYERSON.

S.

Mr. ADOLPH SAALFELD.
Mrs. SYLVIA SABINA.
Mr. and Mrs. PAUL SCHABERT.
Miss EMMA SEGESSER.
Mrs. WALTER SEELBERG.
Mrs. JESSIE W. SEITCH.
Miss AUGUSTA SEREPECA.
Mr. FREDERICK SEWARD.
ROBERT DOUGLAS SHEDDEL.
Miss SHUTTER, (probably Miss E. W. SHUTES.)
Mrs. WILLIAM B. SILVEY.
Col. ALFONSIUS SIMONIUS.
R. SPENCER SILVERTHORNE.
Mrs. IMANITIA SHELLEG.
Mrs. L. SIMONE.
Miss L. SIMON.
Miss MAUDE SINCOCK.
Mrs. WM. SKELLERY.
Miss HILDA SLAYTER.
WILLIAM T. SLOPER.
Mrs. LUCIEN P. SMITH.
MARION SMITH.
Mrs. P. SMITH.
Mr. and Mrs. JOHN SNYDER.
Mr. A. L. SALOMON.
Mr. and Mrs. J. O. SPEDDEN.
Mrs. W. A. SPENCER and maid.
H. B. STAFFANS or STEFFANSON.
Dr. MAX STAHELIN.
Mrs. H. B. STEFFANSON.
Mr. and Mrs. C. E. H. STENGEL.
Mrs. P. STEPHENSON.
Mrs. WALTER B. STEPHENSON.
Mr. FREDERICK STEWARD, (probably A. A. STEWART.)
Mrs. GEORGE M. STONE.
Mr. E. O. SVOE.
Mrs. FREDERICK JOEL SWIFT.
Miss SYNLY SYLWANA, (probably LILLIE SILVEN.)

T.

EMIL TALLAS.
Miss RUTH TAUSSIG.
Mr. E. TAUSSIG.
Mr. and Mrs. E. Z. TAYLOR.
Mrs. ALEXANDER TEUCH.
Mr. J. B. THAYER.
Mrs. J. B. THAYER.
Mr. J. B. THAYER, Jr.
Miss ELLA THOR, maybe Mrs. G. THORNE.
Miss ELIZABETH TONORO.
Mrs. JESSIE TROUT.
EDNA S. TROUTT.
Miss CECILIA TROUTT.
Mr. GILBERT M. TUCKER, Jr.
Mrs. TUCKER and maid.
J. TURNEY.

W.

Miss ANNA WARD, maybe Miss EMMA WARD.
Mrs. F. M. WARNER, probably Mrs. F. M. WARREN.
Mr. WASHINGTON.
Miss BESSIE WATT.
Miss BERTHA WATTS.
Miss SUSAN WEBBER.
Mrs. MATHILDA WEISZ.
Mr. WELLINGTON.
RALPH WELLS.
Mr. and Mrs. WELLS.
Miss A. WELLS.
Miss J. WELLS.
Mrs. WEST and two children, CONSTANCE and BARBARA.
Mr. and Mrs. FRED M. WHITE.
Mrs. J. STEWART WHITE.
Miss MARY WICK.
Mrs. GEORGE D. WIDENER and Maid.
Mr. CHARLES WILLIAMS.
Miss CONSTANCE WILLARD.
Mr. RICHARD M. WILLIAMS, probably Mr. R. M. WILLIAMS, Jr.
Miss HELEN A. WILSON.
Mr. HUGH WOOLNER.
Miss MARION WRIGHT.

Y.

Miss MARIE YOUNG.

TOLD TITANIC OF ICEBERGS.

Touraine, Now at Havre, Encountered Field of Submerged Ice.

HAVRE, April 16.—The French liner La Touraine, which arrived here last night, reports that at midnight on April 10 she encountered a huge field of ice with the tops of the bergs slightly above the water. The La Touraine slowed down and emerged from the ice field after an hour's steaming. Next morning she passed other icebergs.

The La Touraine was in communication with the Titanic on the afternoon of April 12.

The Presse Nouvelle quotes the Captain of the La Touraine as saying that he sent a wireless dispatch, reporting the presence of the icebergs to the Captain of the Titanic, who acknowledged the message with thanks.

Special to The New York Times.

WASHINGTON, April 16.—In the Hydrographic office here is a report showing that the Navigators of the Titanic were aware that they were in the vicinity of icebergs last Sunday, several hours preceding the fatal crash. Under the heading, "ice reports," bearing date April 14, the report says:

April 14.—The German steamer Amerika reported by radio-telegraph passing two large icebergs in latitude 41 degrees 27 minutes; longitude 50 degrees 8 minutes.—Titanic, (Br. S. S.)

This means that the Amerika sighted the icebergs and by wireless informed the Titanic, which in turn sent the message to a shore station, whence it was passed to the chief Hydrographic Office in Washington.

Capt. John J. Knapp, the head of the Hydrograph Office, said to-night:

"I received the dispatch yesterday morning over the Postal. It was dated the 14th with no hour date on it, and it came via Cape Race wireless. The dispatch was wirelessed to Cape Race and forwarded from there to our office. It was signed by the name Krupp as nearly as I could make it out.

"The position given for the America was about 12½ miles from where the Titanic struck the iceberg.

"The message would indicate that the Captain of the Titanic was well warned but he doubtless thought he was far enough to the south to escape danger from ice.

"We put the Titanic's dispatch reporting the information from the America in our daily bulletin yesterday that went out to our branch hydrographic officers and from them was distributed to the shipping at the various ports. It must have been sent from the Titanic only a short time before the accident occurred."

The Hydrographic Bureau of the Navy Department has been issuing a constant succession of warnings about the unusual number of icebergs in the North Atlantic this Spring. It has issued the warnings daily since the phenomenon first became apparent. According to Hydrographer Knapp, there is no way of accounting for this great number of icebergs. He rejects the explanation that they have been caused by the severity of the Winter, for there have been severe Winters before without producing any such result.

Whenever an iceberg is reported by a vessel or from any shore station the Hydrographic Bureau is notified and at once sends out warnings, giving the approximate size of the berg, its longitude and its latitude, and the rate of its apparent drift.

In this manner ships at sea equipped with wireless are enabled to know in advance of the approach of an iceberg or the far more dangerous submerged ice masses called ice fields. The unheard-of numbers of these bergs and fields this Spring, however, has hampered the work of the bureau, for the reason that the floating mountains of ice were of such frequent occurrence as to render it almost impossible to keep track of them.

SUMNER CHAFES AT DELAY.

Cunard Manager Can't Get Into Communication with Carpathia.

Yesterday was a day of frantic effort on the part of those having relatives or friends on board to get into wireless touch with the Cunarder Carpathia and find out whether their loved ones were among those picked up by that vessel. Equally anxious to get into touch with his vessel and ascertain who had been picked up was C. P. Sumner, General Manager of the Cunard Line. He sent five messages commanding Capt. Rostron to send to him at once a list of the names of those picked up from the Titanic. No answer came and Mr. Sumner's impatience increased as the hours passed.

All day long a stream of persons flocked to the Cunard Line offices, hoping that, as the survivors were on the Carpathia, they would be able to get the latest news from the Cunard Line officials. This crowd grew so great that at times the business of the office was interfered with by the invasion. The clerks explained that no word had come from the Carpathia, and efforts to get the word through were redoubled.

At the offices of the Marconi company in William Street there were many callers during the day, all with the same demand to know the news and to get messages off. The messages, it is said, were held up because of inability to get into communications with the Carpathia, the Virginian, or the Parisian. It was said that the Carpathia had been in wireless communication with Cape Race and Sable Island in the early morning, and she had evidently passed out of range. She was expected to "pick up" the Siasconsett station late yesterday.

The wireless instrument on the Carpathia has a range of only 200 miles, and she apparently got out of the range not only of shore stations but of other vessels. The steamships Megantic, Minnewaska, and Vaderland, out-bound, should be in wireless communication, and they will no doubt soon be in communication with the Carpathia. An official of the wireless company said yesterday that after all there was only one wireless operator on the Carpathia, and, not being an iron man, he had to find time for sleep and meals.

"Why can't I get into communication with the Carpathia?" said Mr. Sumner in great indignation. "I have sent five orders to the Captain and they apparently are not delivered. I want to get my own list of those saved from the Titanic. I want to be in a position to supply the information to those who have been coming here in sorrow all day long.

"It is true that the Carpathia has only a short range instrument, but the messages could be relayed to her. The position of other steamships at sea shows that. Well, they say that the operator has to eat and sleep. He would eat standing and go without sleep if I had him in charge. I have received messages which I believed have been delayed in transmission. I have sent messages to the Olympic asking that she relay them to the Carpathia. The Carpathia's Captain has been ordered to send a complete list of those on board to the Olympic, and she could send them to the shore station."

Mr. Sumner when asked when the Carpathia would arrive at this port said with much feeling that he could not even find out where she was.

"I can't tell when she will get here," he said, "until I know where she is and what time she started on her way for New York." He added, however, that he believed the Carpathia was within sixty or seventy miles of the Titanic when the latter steamer struck the iceberg.

The Marconi coast stations have been ordered to advise the New York office of the company of the delivery of any of the messages to the four steamers mentioned, but as yet the New York office cannot say whether the messages have been read on any of the ships.

The weekly communication chart of the Marconi Company shows the position of all ships at sea, and according to the chart yesterday the California of the Anchor Line also appears to be in the vicinity where the Titanic struck. The Anchor Line officials have asked the Marconi Company to send the necessary orders to the California to steam immediately to the point where the Titanic went down and remain there until relieved or her coal supply becomes short and to render what aid she could.

FRANKLIN HELD BACK BAD NEWS

It Was Too Discouraging to be Told, White Star Official Admits.

While the relatives or friends of passengers were trying to get some word of comfort from the lesser officials and clerks in the main booking offices of the White Star Line, newspaper men were trying to get the latest information in the possession of Vice President Franklin. Mr. Franklin received the newspaper men several times during the day.

It was 11 o'clock when he first received the reporters. One of the first questions asked him was as to the full text of the message he had received from Capt. Haddock of the Olympic, in which message Capt. Haddock informed the company that the Titanic had sunk at 2:20 A. M. Monday, less than four hours after she collided with the berg.

Mr. Franklin admitted that the full text of the message had not been made public on Monday night, and his excuse was that "it was too discouraging." At first Mr. Franklin refused to give exact-

ly wh... Haddock had wire... but ... after the reporter... he s... to come back an... made ... message. It read... Carp... ed Titanic's position ... breal... ats and wreckage on... tanic ... ed about 2:20 A. M., ... tude ... and longitude 50:14 we... her ... ed for. About 675 se... ed, ... assengers. Latter in... women ... en. Leyland line st... Californ... ing and searching ... of dis... pathia returning to N... with s... Please inform Cunard.

Mr. Franklin was then asked if ... been informed over night as to th... ber of lifeboats that were on the ... when she left Liverpool. He repli... he had not received that infor... and that he was still unable to ... the question.

No Survivors on Allan Liners.

"Have you a diagram or plan in the office that would show the extent of the Titanic's life-saving equipment?" Mr. Franklin was asked.

"No; we have not," he answered.

Mr. Franklin said that the company was doing all in its power to facilitate the sending of wireless messages from the Carpathia, and that the Olympic had been ordered to remain within the Carpathia's wireless zone for the purpose of relaying messages from the Carpathia, which has a wireless equipment less powerful than that on the Olympic.

It was during this interview that Mr. Franklin first admitted that he had given up hope of getting good news from the Allan liners Virginian and Parisian.

"Our advices from Montreal," he said, "are that the Virginian proceeded on her voyage to Liverpool, and I am deeply grieved to have to say that it looks as if that vessel had none of the Titanic's people on board."

A little later confirmation came from both the Virginian and the Parisian that neither of those vessels had any survivors on board. Both reported reaching the scene of the disaster many hours too late to be of any service.

Mr. Franklin said that the Leyland liner Californian was at the scene of the disaster, and that her orders were to remain in those waters until further instructions. It is hoped that the Californian may recover some of the bodies of those who went down with the ship.

Mr. Franklin received about thise time confirmation of the report that instead of 655 the Carpathia had 868 of the Titantic's survivors on board. This was cheering news, but the officials of the line realized that it still left more than 1,250 of the passengers and crew unaccounted for, and it is now almost certain that these were lost when the Titantic went down.

The Cunard Line offices, in State Street, were also visited yesterday by hundreds seeking news from the Carpathia. The company had wirelessed to Capt. Rostron of that vessel for a complete report of the disaster, of his rescue of the passengers, who those passengers are, their present physical condition, and the time of his probable arrival in New York.

Two Messages from the Carpathia.

Up to a late hour last night no reply had been received to that message, and only two messages of any kind had been received from the Carpathia's Captain. The first of these messages was received at the Cunard office at 7:20 A. M. It read:

7:55 A. M., New York, Latitude 41:45 north, Longitude 50:20 west. Am proceeding New York unless otherwise ordered, with about 800. After having consulted with Mr. Ismay and considering the circumstances with so much ice about consider New York best. Large number icebergs and twenty miles field ice with bergs amongst

The second message fixed the time of the disaster an hour later than at first reported. It read:

Titanic struck iceberg. Sunk Monday 2 A. M., 41:46 north, 50:14 west. Carpathia picked up many passengers in boats. Will wire further particulars later. Proceeding back to New York.

No one will be permitted to go on board the Carpathia until after she has reached her pier. This order was issued following instructions from Washington and the message was ordered relayed to Capt. Nostron.

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A LITTLE label of mighty importance to critical men who seek satisfactory underwear service. Insist on seeing the REIS label in your next underwear. It means much to you.
50c to $5.00 the garment, in your preferred style, quality, weight and texture. Sold in over 15,000 good stores.
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We offer the small investor, the owner of a few hundred dollars, a plan designed especially for his convenience and safety.
On this plan, we buy 1 share or more of stock and 1 bond or more.
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WASHINGTON
POPULAR THREE-DAY TOURS
April 18 and May 9, 1912
$12 from NEW YORK
Including hotel accommodations and necessary expenses.
TOUR TO GETTYSBURG BATTLEFIELD
May 18 $13.00
Three-day tour covering all necessary expenses
Tickets and full information of Ticket Agents; or C. Studds, District Passenger Agent, Wm. Fedrick, Jr., Assistant District Passenger Agent, 263 Fifth Avenue (Cor. 29th St.), New York.
Pennsylvania R. R.

Advertisement of
JOHN DAVID
Edited by Gaumont

BY easy ladder-steps—$20, $25, $30 and $35—a Stein-Bloch Town-or-Country Suit offers you your *money's most* in stability of wear and ability of tailoring. For the span of half-century "*Stein-Bloch*" and "*standard*" have been interchangeable terms. It's the *only* name on ready-for-duty garments that tailors honor with a "Hats off!"—the only name that "not to know is to argue yourself unknown." Like a standard watch or standard motor car, a Stein-Bloch Suit affixes to you the *standard stamp*—"best that money can buy." It distinguishes you.

When the best costs *no more*, why temporize with the less good? You'll take the keenest pride and pleasure in a soft-draping *Stein-Bloch* Spring Suit. It will pin a boutonniere on your taste. Its label will be a guerdon of honor.

Tailored by Stein-Bloch expressly for us
$20 *to* $35

On this, the twenty-fifth birthday of "*Onyx Hosiery*," and today only—Black Silk-Lisle Halfhose (regularly 50c) and Pure-Thread Silk—Black and Colors (regularly 50c)
35 *Cents each*
3 *for* $1.

JOHN DAVID
STEIN-BLOCH SMART CLOTHES
Broadway at 32nd Street

TIDINGS OF TRAGEDY OVERWHELM LONDON

from Daylight Till Midnight Anxious Throngs Beseiged Steamship Offices.

CONSTERNATION AT LLOYDS

Loss by Disaster Is Estimated at $12,500,000, and Some Insurance Companies May Be Hard Hit.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, Wednesday, April 17.—All day long streams of people were coming to and from the White Star offices to Cockspur Street, making anxious inquiries for friends or relatives on board the lost Titanic. The excitement was suppressed rather than demonstrative, though many anxious wives, mothers, and sweethearts were giving way silently to their grief as far away from the public gaze as possible.

All the morning automobiles followed one another in rapid succession, coming mostly from the leading West End hotels and the fashionable quarters of London. A large crowd formed in a semi-circle around the entrance to the offices, but was kept at a respectable distance by the police.

During the morning many prominent Americans called to make inquiries, but few stayed any length of time, as to all questions the same answer was invariably given: "No news yet."

Officials of the company went on duty at 3 o'clock in the morning. All day long every telephone was engaged at full pressure, answering inquiries which came from not only London but also from all parts of the country.

"Never has so terrible a disaster occurred in my recollection," said the manager in a brief moment of respite, "there may have been worse but the circumstances concerning the loss of the Titanic make it especially tragic."

The first official list of survivors was received at the London office at 2:30 P. M. It contained but sixty names. These were quickly posted on the bulletin boards, and it so happened that the place was particularly crowded at the time, and the [illegible] excitement was [illegible].

Inquiries [illegible]ed around to see if the names [illegible]nds were among the saved. It was the first list of those taken on board the Carpathia, and many pretty eyes were suffused in tears as their owners failed to find names of their loved ones or friends.

Poor and rich alike condoled with each other in the common anxiety, but the tone of all was one of marvelous self-control.

One well known American society leader, no longer young, told me with much feeling how sad she felt at the loss of her friend, Col. Astor, and how glad she was Mr. Vanderbilt was not on board. She went on:

"Yes, I have other friends on board but forgive me if I do not mention their names."

Mrs. Sprague, an Englishwoman, had come to make anxious inquiries about her friend, the Rev. John Harper, a second class passenger, and pastor of the Walworth-road Chapel, who was paying her first visit to America with her sister on a preaching tour. In a quiet corner I saw a young woman, pale as death, awaiting news of her husband, who had accepted an engagement in New York.

With her was a Canadian lady, who was making inquiries for her friends, Hugo Ross and his brother, who were on their way to Winnipeg.

Henry C. Jacobs, theatrical manager, and his wife came in to make inquiries for Henry B. Harris and Major Archibald Butt, whose names have not yet appeared on the list of saved. They told me that it was by the merest accident that they did not sail on the Titanic, but they wished to visit Richard Croker in Ireland, and consequently were booked for the Titanic on her next trip. As the afternoon wore on the visitors decreased somewhat, but many poorer callers, some of whom had friends among the crew, persistently sat until far into the night, waiting for more news.

Calamity Shocks All Classes.

LONDON, Wednesday, April 17.—In the terrible revulsion of feeling which came with the news that Monday's optimistic dispatches concerning the Titanic were baseless, and that the steamship had gone down with great loss of life, London was fairly overwhelmed with sorrow yesterday.

The King in a message to the White Star Company and the Prime Minister in the House of Commons expressed the nation's sense of sorrow at a calamity which was impressed upon the public mind in almost an unprecedented manner by reason of the peculiar circumstances surrounding it.

The first hopeful wireless messages leading to the belief that all had been saved and then the sudden dashing of hopes tended in a most dramatic way to raise public interest to a pitch of the greatest intensity.

As the day passed and the hopes that there might prove to be survivors on other liners were gradually disappointed, the British public began to realize the dreadful nature of the catastrophe and the scenes of horror that must have occurred after the liner struck.

Steadily throughout the morning the crowds about the newspaper offices and the headquarters of the White Star Line increased in size. Pitiful scenes were witnessed as men, women, and children, unable to get word as to relatives or friends, left the crowds with tear-stained faces.

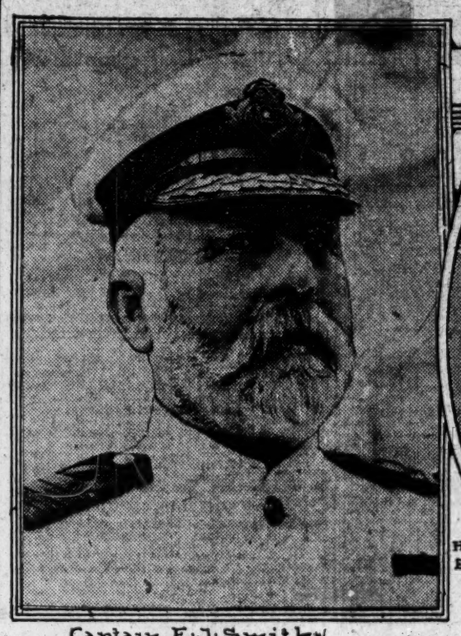
On all the steamship offices and on many public buildings flags were put at half-mast.

Lloyds Counts the Cost.

At Lloyds the news of the Titanic's loss was received with consternation, following, as it did, the wrecks of the Delhi, Oceana, and other big vessels. It will be long before the full effect [illegible] insurances of various kinds at Lloyds is known, and many underwriters and syndicates may be hard hit.

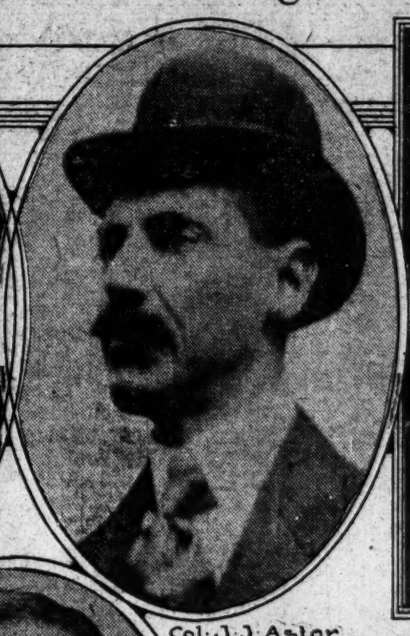
The reassuring cable dispatches received Monday night had sent the [illegible] rate down to 25 guineas per cent., and the underwriters closed up at night hopeful that all was well. When they re-

Prominent Men in the Wreck of the Big Liner.

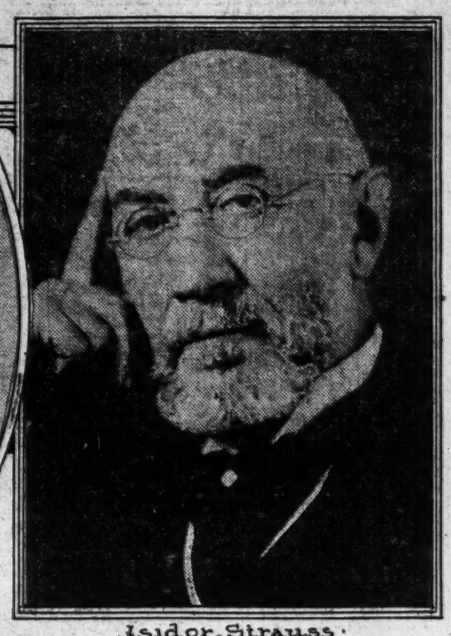


Captain E. J. Smith

Major Butt

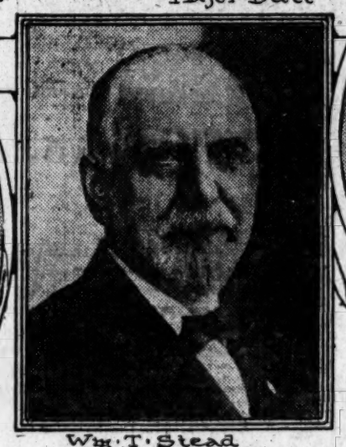


Col. J. J. Astor



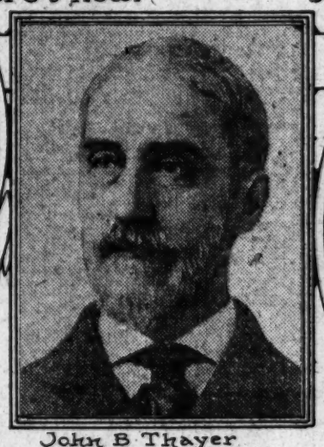
Isidor Strauss

Jacques Futrelle

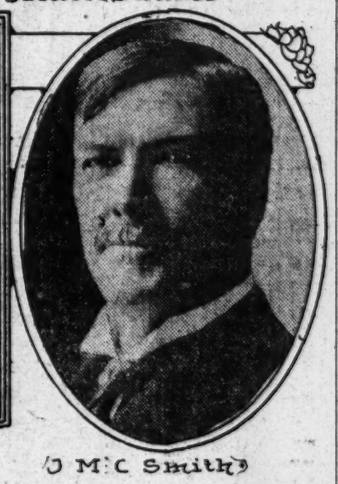


Wm. T. Stead

Henry B Harris

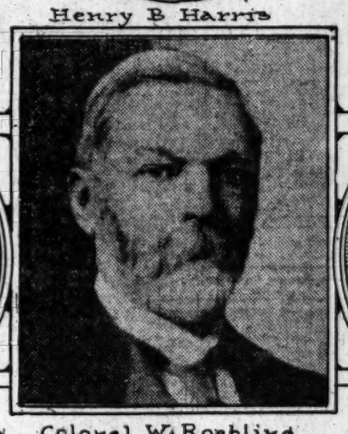


John B Thayer

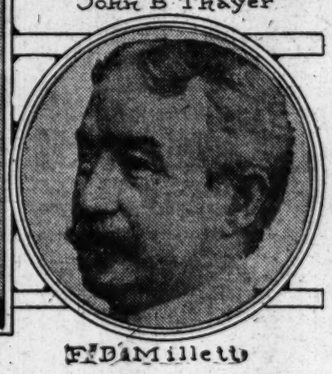


J. M. C. Smith

Benjamin Guggenheim



Colonel W. Roebling



F. D. Millet

opened this morning a little business was done at 90 guineas, but the rate was quickly raised to 95, which is known as a "total loss" rate.

The exact amount of the property loss was very hard to ascertain. Underwriters stated that they could not say accurately what securities were on board the ship as yet. It was generally estimated, however, that with the cargo the Titanic would represent a value of approximately $12,500,000. Of this total $750,000 was retained by the White Star Company at its own risk, and the rest was placed on the insurance market in London, Liverpool, Hamburg, and elsewhere.

The loss sustained is the largest on record in connection with one "bottom."

The loss of the Titanic is so serious to the underwriters that it is asserted that the prices of marine insurance will be stiffened all around.

Asked whether this increase would prove a setback to the building of huge vessels, one member of Lloyd's said that depended on the nature of the details of the disaster, given by the survivors.

The disaster to the Titanic caused a slight weakness in the gilt-edged securities on the Stock Exchange on sales by underwriters. The International Mercantile Marine shares were offered at $2 below parity, at 21¾.

SOUTHAMPTON, England, April 16.—Distressing scenes were witnessed all day and until late to-night at the White Star offices, which have been thronged by relatives of the crew of the Titanic.

The town is stunned by the news of the disaster, which is the greatest blow that Southampton has ever sustained. Every member of the crew had his home here and a large proportion of them were natives. There is scarcely a family in the city or its vicinity that has not lost a relative or friend, and in one street in Southampton every house had a breadwinner aboard.

The Mayor of Southampton has opened a relief fund for those left dependent and has appealed to the Lord Mayor of London to co-operate.

BOAT REGULATIONS ARCHAIC.

London for a Searching Inquiry and Prompt Reform.

LONDON, Wednesday, April 17.—Wide and animated discussion has begun over the number of boats which should be carried by steamships. The Board of Trade regulations require that a vessel of 10,000 tons shall carry a minimum of sixteen boats. There are no regulations applying to vessels of greater tonnage, but another rule provides that where boats do not furnish accommodations for all passengers on the steamer, additional wood or metal collapsible boats or life rafts shall be carried.

The regulations require that the capacity of the boats shall be 5,500 cubic feet. The Titanic's boats had a capacity of 9,702 cubic feet each. Thus she had nearly double the accommodation required by the Board of Trade.

It is stated in Belfast that the Titanic carried fourteen lifeboats, each accommodating 65 persons, two curters and a number of collapsible boats or rafts.

The Board of Trade regulations permit a reduction by half in the number of boats, rafts and buoyant apparatus carried, when the ship is efficiently provided with watertight compartments; but this concession does not apply to lifejackets and similar appliances.

According to some experts it would be an impossibility to carry a sufficient number of boats to accommodate all on board the mammoth liners, or, if carried, it would be next to impossible to man and provision them. It cannot be doubted, however, that the disaster will lead to a strict inquiry by the Board of Trade into this matter, and a revision of the regulations.

This question has already been for some time under discussion by the Advisory Committee, composed of prominent shipowners and the Board of Trade Committee, and certain recommendations had been prepared which have not been made public.

The Titanic was fitted with electrically controlled watertight compartments. Therefore, these should have been immediately closed from the bridge, unless, as surmised, the collision so damaged the electrical apparatus as to render this impossible or the vessel's side was torn away by an iceberg.

Most of the morning newspapers editorially discuss the questions of competition in building huge liners, their speed, and life-saving appliances. They urge that it is advisable for the Board of Trade to take action, especially in the direction of the regulation of the number of boats for steamers above 10,000 tons, so as to meet modern requirements.

There appears to be a general idea that the collapsible boats and rafts carried by the Titanic were sucked down in the vortex of the sinking liner.

Much satisfaction is expressed at the large number of women and children among the survivors, as showing that the traditions of the sea have been upheld.

The Times in an editorial asks whether competition in the mere magnitude of ships has not gone far enough. The Times says it has already produced very difficult questions with regard to docks and channels, and that it means the putting of huge amounts of money into single bottoms, which may be as easily ripped open as one half the size. It means also the putting of enormous responsibility on a single man, whose momentary failure of nerve, eye, or judgment may spell disaster on a gigantic scale.

The Times expresses the opinion that unbridled luxury, which makes such mammoth vessels pay, and the speed competition, which leads to the selection of a track full of ice, fogs, and dangers, instead of a slower, safer track, are not commendable signs, and that the time has arrived to bring saner, sounder public opinion to bear upon these questions.

PEARLS INSURED FOR $750,000.

Mrs. George Widener's Necklaces Had to be Worn During the Voyage.

LONDON, April 16.—The three pearl necklaces of Mrs. George D. Widener of Philadelphia, one of the Titanic survivors, were insured for $750,000, the policy stipulating that they all should be worn by her on the voyage.

LIFE INSURANCE LOSSES.

Companies' Agents Inclined to Believe They Are Not Large.

If any of the wealthy men who may have gone down with the Titanic carried exceptionally large life insurance the representatives of companies in this city declined yesterday to give estimates of the amounts involved. In some quarters the opinion prevailed that, on the basis that the men not reported saved were lost, an obviously and admittedly extravagant theory, as there are a number of men on the partial list of survivors, the losses of English and American companies in the sinking of the Titanic would aggregate several million dollars.

But in spite of the number of wealthy people on board, insurance men were inclined to agree in general that the policies carried were, as a rule, comparatively small. It was said that the most heavily insured man aboard the Titanic, so far as is known, was Henry Blank, a wholesale jeweler of Jersey City, who was rescued. He carried policies in several companies totaling $180,000.

E. E. Rittenhouse, actuary of the Equitable Life Assurance Society, stated yesterday that insurance policies held in that company by passengers amounted to $200,000. Of this there is $83,000 on the lives of those who are not in the partial list of survivors.

Mr. Rittenhouse said that the risk of the Equitable on the Titanic was not more than one-fifth as great as its risk on the passengers on the Twentieth Century Limited, which was wrecked near Poughkeepsie several weeks ago without loss of life. These passengers held policies with the Equitable aggregating more than $1,000,000.

J. A. Jackson, head of the literary bureau of the Mutual Life Insurance Company, said that he was familiar with names of persons who carried unusually heavy life insurance, and that none of the men among those not on the survivor's list was insured for more than $100,000. He expressed the opinion that John Jacob Astor was not insured.

The Mutual Life Insurance Company, he said, had not yet gone over its books to find out how many of the policyholders were on the Titanic.

Arthur Hunter, actuary of the New York Life Insurance Company, said last night that he was sure Col. Astor had no life insurance. Mr. Hunter was unable to give any information regarding the probable losses of his company, and other officials said they would wait for the complete list of the Titanic's survivors before making a statement.

A. A. Drew of the Mutual Benefit Life Insurance Company said forty who had not been accounted for held policies in that company, but that they were mostly for small amounts and would not total more than $300,000.

President Charles A. Peabody said that, while the total life insurance loss might be great, it would be distributed among so many companies that no one concern was likely to be injured to any extent. The accident policies will contribute largely to the total insurance loss. Most accident policies contain a clause doubling or tripling the benefits in the case of accident at sea.

Germans Lose $375,000 Insurance.

BERLIN, April 16.—The German transport insurance companies lose about $375,000 on reinsurance of the Titanic.

TAFT CONCERNED FOR BUTT.

Chance of Major's Safety a Faint One, but President Holds to It.

WASHINGTON, April 16.—The White House was not a cheerful place to-day, for President Taft, most of his Cabinet, and many callers were deeply concerned over the probable fate of Major A. W. Butt, who has been Mr. Taft's military aid since he entered the White House.

The White Star Line officers in New York kept the President advised as they checked over the list of the rescued. As the chance against Major Butt's name appearing among the saved grew fainter and fainter, the President began to give up hope.

"The chance is a slim one, but we're holding on to that," he said to a friend as he left for luncheon.

Major Butt's friends believe he would be among the last to leave the ship.

Lord Burnham cabled to President Taft to-day expressing sympathy of the proprietors of The London Daily Telegraph for the "terrible loss of so many prominent and distinguished citizens and the appalling catastrophe which has befallen the Titanic."

By direction of the President, Acting Secretary Huntington Wilson of the State Department sent a message in reply.

Practically every formal social affair on the diplomatic calendar in Washington has been canceled because of the Titanic disaster. J. J. Jusserand, the Ambassador from France, was to have entertained Viscount Chinda, Ambassador from Japan, at dinner to-night, and has canceled the engagement. The Danish Minister Count Noltke, was also to give a dinner which he has postponed.

SIX PHILADELPHIANS MISSING.

P. A. B. Widener Still Hopes for Safety of Son and Grandson.

Special to The New York Times.

PHILADELPHIA, April 16.—Midnight reports indicate that of the thirty-three Philadelphians known to have been aboard the Titanic, six are unaccounted for.

They are George D. Widener, the financier, of Lynnewood Hall, Elkins Park, and his son, Harry Elkins Widener; William C. Dulles, an attorney, of 319 South Twelfth Street; C. Duane Williams, a brother of Richard N. Williams, of Chestnut Hill; Louis Gustave, valet of T. D. M. Cardeza, who was rescued, and Edward Keeping, valet of George D. Widener.

There is confusion over the safety of J. R. McGough of 708 York Street, a toy buyer for Gimbel Brothers. In the list of those aboard the Carpathia the names "James Geough" and "James Googh" appear. It is probable that one of these is the Philadelphian.

Friends of Mr. and Mrs. John B. Thayer and their son, John B. Thayer, Jr., who reside at Haverford, were overjoyed at the confirmation of the reports that the trio had been saved.

Members of the Widener and Elkins families were crushed by the reports that George D. Widener and his son, Harry Elkins Widener, had been drowned.

It was the same with the relatives of Arthur W. Ryerson, whose family for years has occupied a high place in society.

Relatives of William C. Dulles, son of the late Andrew Chebis Dulles, breathlessly awaited any shred of information which would tend to relieve their fears that he had been added to the list of victims.

Peter A. B. Widener, well advanced in years, left his home at Lynnwood Hall, near Elkins Park, to-day for New York to take personal charge of a search by wireless for news of the safety of his son and grandson.

Though there was no indication that George D. Widener or his son had escaped, Mr. Widener has not abandoned hope. Throughout the afternoon the trend of his messages indicated that he would not give up his kin as lost until the last steamship which responded to the signals of the Titanic had disembarked its last passenger, either at an American or European port.

The last message from Joseph E. Widener announced that "there was still a chance."

Mrs. John Dornan of Orchard Way, St. David's, left on the Carpathia to spend the Summer in Switzerland. Her daughter, Mrs. P. Pemberton Phillippe, left this city for New York this afternoon to meet her mother, taking with her a quantity of clothing in the belief that Mrs. Dornan would have given away a greater portion of her wardrobe for the use of those survivors of the Titanic aboard the Carpathia.

Miss Annie Ward, maid to Mrs. J. W. M. Cardeza of Germantown, who was saved from the wreck of the Titanic, had a premonition that something was going to happen when she went aboard with the Cardezas. Miss Ward lives in Evergreen Avenue, Chestnut Hill. She is a stepdaughter of J. W. Craig, and she has been with the Cardeza family for six years. She made a number of trips abroad, and has traveled all over the world.

"Annie told her mother that she did not want to make another voyage across the ocean," said Mr. Craig to-day. "She feared that something was going to happen, although she could not tell what made her fear another voyage. We laughed at her and told her that her fear was groundless, and she was persuaded to accompany Mrs. Cardeza. She said that this would be her last trip, and it came pretty near being so."

Because of a cablegram received last Saturday from J. Horace Harding, a member of the firm of Charles D. Barney & Co., stating that he and his wife would sail that day on the Mauretania, there was no uneasiness felt by their relatives and friends when it was at first reported that they were aboard the lost Titanic.

The manifest of the North German Lloyd liner Hanover, due here to-morrow, went down with the Titanic. The manifest includes all details of the Hanover's cargo and her passenger list, with other information. It is customary to send the manifest of the Hanover and other ships coming here across the ocean by faster ships.

Mayor Blankenburg, when he learned of the Titanic disaster, ordered to-day that all flags on the municipal buildings throughout the city be placed at half mast.

NEW VERSION OF BUTT'S TRIP.

Was Passenger on Titanic at the Whim of Close Friend.

Richard B. Watrous, Secretary of the American Civic Association, with offices in Washington, watched the bulletin boards in Times Square with great anxiety yesterday to see if any mention would come of the saving of Major Archibald Butt or Frank D. Millet, Secretary of the American Academy in Rome. When the name of "Mr. Mile" appeared among the list of those saved Mr. Watrous became overjoyed, declaring this must mean Mr. Millet, since the French pronounced his name as if it were spelled "Millay."

"A thing which has completely unstrung me about this situation," said Mr. Watrous, "was the fact that I was a witnessed of the manner in which Millet pleaded with Major Butt to go to Europe with him for a rest and the manner in which Millet pleaded with the President to order Major Butt to go with him when the President demurred.

"No Damon and Pythias friendship could have been closer than the friendship of Major Butt and Millet," said Mr. Watrous. "The two kept quarters together and were inseparable when both were in Washington. They lived near the Metropolitan Club, Butt being, as is well known, a bachelor, and Mr. Millet's family being quartered at his home in England.

"We had a little luncheon club in Washington, composed of Secretaries of National associations located in Washington, and to this club Millet often came, as he was Secretary of the President's Commission on Fine Arts.

"In February Millet returned from Rome, where he had been to superintend the arrangement of some new buildings in the recently acquired home of the American Academy. In the six weeks that Millet had been absent in Rome President Taft had been making a strenuous campaign tour, and had just returned from it.

"Millet noticed that Major Butt was looking paler than usual, and generally run down. He announced to us his determination that Major Butt should return with him to Rome for a little rest, and that he would surely take him along in a few weeks, since he himself had to go on business connected with the academy.

"Major Butt was requested to ask for a leave so that he might make the trip, but he would not do so. Millet then went to the President and made the request that he urge Major Butt to go along. There was a good deal of chaffing about it in Washington, but they finally put off together, and every one wished them a fine trip. Among all of us who knew of the close friendship of Major Butt and Mr. Millet there has been the tensest of feeling since the news of disaster to the Titanic reached us."

PLAN FOR SCOUT LAUNCHES.

Motor Boat Man Suggests This—Another Way to Detect Icebergs.

Plans and suggestions for meeting such sudden emergencies as that presented to the Captain of the Titanic when the great ship struck the iceberg, were advanced yesterday from many quarters.

Frank Bailey, a motor boat builder and racer, living at 830 Hudson Street, Hoboken, declared that from long experience with the steamship companies docking in Hoboken they will put in only such safety appliances as the prodding of the law and public opinion absolutely demand.

"If it were not for that," he said, "they would long ago have put motor boats among the lifeboats, and in dense fog would have scout motors out ahead for a mile or two, connected with the main vessel by wireless, just as railroad trains on which members of the Royal family in England travel are preceded on their way by pilot locomotives. The simple device of a motor boat out ahead of the Titanic in the fog would have given warning of the presence of the ice fields."

Charles H. Herter, editor of The Cold Storage and Ice Trade Journal, brought forward a proposal that the temperature of ocean water, at some distance from the surface would be a sure indication of the nearness of a berg. He suggested that a thermometer fixed to the bottom of the vessel attached to electric wires leading to the pilot's room, would always give warning of any sudden change in the ocean's temperature.

Mr. Herter suggests that an immediate study be made by government officials to determine the distance from bergs through which they influence the temperature of the surrounding water.

Lewis Nixon, eminent as a naval architect, is inclined to think that the Titanic either was traveling at full speed or else ran into a berg so large that there was practically no "give."

"Under these circumstances," said Mr. Nixon, "it was just as if she had struck the side of a mountain. The great ship simply had to crumple up. It is conceivable that an impact of that sort might have buckled her longitudinal plates from end to end, shearing off and starting rivets and opening up the water tight compartments through the length of the vessel."

DISCREDITED STORY OF WRECK.

Sent Out from St. John's as Coming from a Ship That Was Near.

Dispatches were sent out from St. John's, N. F., yesterday recounting the sinking of the Titanic as told by those on the steamer Bruce, bound for Sydney, which professed to have picked up the fact in wireless messages from several ships that had been in touch with the Titanic in her last hours. It told how the liner hit the iceberg while going at an 18-knot speed and tore her hull apart.

Nowhere in the dispatch was the source of the statements it contained more definitely revealed and they were discredited on their receipt here.

Of all vessels in that part of the Atlantic none was nearer to the Titanic in the hours just before her sinking than was the Carpathia, now bound here with the survivors of the disaster. She was in wireless communication for several hours early Monday morning with the White Star liner Olympic, which relayed the Carpathia's messages to Cape Race.

No attempt was made by those aboard the Carpathia to tell of the sinking of the Titanic, and it is certain that had any boat been near enough to the Titanic to learn definitely of her sinking the Carpathia would have been that boat.

Let Us Move Your Old Piano Free

If you are moving this month and have thought of exchanging your old piano, let us take it from your old address and deliver a new

POPULAR PEASE PIANO

to your new home, cartage free. We will allow you full value for it toward an upright or a player piano and give you three years to pay the balance.

Pease Pianos for 68 years have been renowned for their durability, and are the ideal home pianos.

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PENNSYLVANIA RAILROAD

Bulletin.

LONGER LIMITS FOR EXCURSION TICKETS

Effective May 1, the limit of excursion tickets sold from New York City to points on the New Jersey Division west of New Brunswick and South Amboy, including Philadelphia, will be increased from six to ten days. To Rahway and Perth Amboy tickets will be good until used.

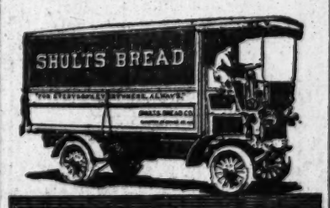
This extension is made with a view of establishing a uniformity of limits and also for the greater accommodation of patrons of the Pennsylvania Railroad, who have heretofore, in many cases, found the return limit of excursion tickets insufficient to meet their desires.

It is gratifying to the management of the Pennsylvania Railroad to be able to make this concession in the interest of its patrons, and the action is in accord with its well-known policy of giving the public the best service and the most accommodating arrangements that a just regard for its revenues will permit.

Usher's Whisky GREEN STRIPE

Messrs. ANDREW USHER & CO. have been appointed Purveyors of Whisky to His Majesty King George V

G. S. NICHOLAS & CO. NEW YORK, SOLE AGENTS



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Near Broadway. 'Phone 32 Bryant.
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Furniture and works of Art boxed, packed, and shipped to all parts of the world.
Household effects moved from NEW YORK to PHILADELPHIA Via
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in 12 hours.
SEND FOR ESTIMATE.

COMPLETE LIST OF THOSE ON TITANIC

White Star Agents Cable Revised Roster of Passengers on the Sunken Liner

IN ALL THE THREE CABINS

Authentic Information of Those Who Sailed Is Received from the Company's Officials in Southampton.

The following is a complete list of first-cabin passengers on the Titanic, the list having been received at the White Star office by cable from Southampton:

A.

ALLEN, Miss E. W.
ANDERSON, Harry.
ANDREWS, Miss C. I.
APPLETON, Mrs. E. D.
AUBERT, Mrs. N., and maid.
ALLISON, H. J.
ALLISON, Mrs., and maid.
ALLISON, Miss.
ALLISON, Master, and nurse.
ANDREWS, Thomas.
ARTAGAVOYTIA, Mr. Ramon.
ASTOR, Col. J. J., and servant.
ASTOR, Mrs. J. J., and maid.
ANDERSON, Walker.

B.

BARKWORTH, A. H.
BAXTER, Mrs. James.
BEATTIE, T.
BECKWITH, Mr. and Mrs. R. L.
BISHOP, Mr. and Mrs. D. H.
BLANC, Henry.
BONNELL, Miss C.
BOWERMAN, Miss E.
BRANDIES, E.
BROWN, Mrs. J. M.
BUCKNELL, Mrs. W., and maid
BAUMANN, J
BAXTER, Mr. and Mrs. Quigg.
BEHR, H. K.
BJORNSTORM, H.
BIRNBAUM, Jacob.
BLACKWELL, S. W.
BONNELL, Miss Lily.
BOREBANK, J.
BOWEN, Miss G. C.
BOWDEN, Miss.
BRADY, John B.
BRAYTON, George.
BREWE, Arthur J.
BROWN, Mrs. J. J.
BUTT, Major A.

C.

CANDEE, Mrs. C.
CALDERHEAD, E. P.
CARTER, Mr. and Mrs. W. E., and maid.
CARTER, Miss L.
CARTER, Master W. T.
CASE, Howard B.
CAVENDISH, T. W.
CAVENDISH, Mrs. T. W., and maid.
CHIBNALL, Mrs. E. M. Bowerman.
CLARK, Mr. and Mrs. Walter M.
CLIFFORD, Geo. Q.
COLLEY, E. P.
CORNELL, Mrs. R. C.
CRAIG, Norman.
CARDELL, Mrs. C.
CARDEZA, T. D. M., and servant.
CARDEZA, Mrs. J. W., and maid.
CARLSON, Frank.
CORRAN, F. M.
CORRAN, J. P.
CHAFEE, Mr. and Mrs. H. I.
CHAMBERS, Mr. and Mrs. N. C.
CHERRY, Miss G.
CHEVRE, Paul.
CHISHOLM, Robert.
COMPTON, Miss S. R.
COMPTON, Mr. and Mrs. A. T.
CORNELL, R. C.
CRAFTON, John B.
CROSBY, Mr. and Mrs. Edward G.
CROSBY, Miss H.
CUMMINGS, Mr. and Mrs. John Bradley.
CASSEBEER, Mr. and Mrs. H. A.

D.

DAVIDSON, Mr. and Mrs. Thornton.
DE VILLIERS, Mrs. B.
DICK, Mr. and Mrs. A. A.
DODGE, Mr. and Mrs. Washington.
DODGE, Master W.
DOUGLAS, Mrs. F. C.
DULLES, William C.
DALY, P. D.
DANIEL, Robert W.
DOUGLAS, W. D.
DOUGLAS, Mrs., maid.
DOUGLAS, Master R., and nurse.
DUFF-GORDON, Lord and Lady.

E.

EARNSHAW, Mrs. B.
EUSTIS, Miss E. M.
ENDRES, Mrs. C.
EVANS, Miss E.

F.

FLEGENHEIM, Mrs. A.
FLYNN, J. J.
FORTUNE, Mr. and Mrs. Mark.
FORTNUE, Miss Ethel
FORTUNE, Miss Alice.
FORTUNE, Miss Mabel.
FROLICHER, Miss M.
FOREMAN, B. L.
FORTUNE, Charles.
FRANKLIN, T. P.
FRAUENTHAL, T. G.
FRAUENTHAL, Dr. Henry W.
FRAUENTHAL, Mrs. Henry.
FUTRELLE, Mr. and Mrs. J.

G.

GEE, Arthur.
GOLDENBERG, Mr. and Mrs. E. L.
GRAHAM, Miss M.
GRAHAM, Mrs. W. G.
GIBSON, Mrs. L. D.
GIBSON, Miss D.
GOLDSCHMIDT, G. B.
GRACIE, Col. A.
GRAHAM, Mr.
GREENFIELD, Mrs. L. P.
GREENFIELD, G. B.
GIGLIO, Victor.
GUGGENHEIM, Benj.

H.

HARDER, Mr. and Mrs. George A.
HARPER, Henry S., and servant.
HARPER, Mrs. H. S.
HAWKSFORD, W. J.
HAYS, Charles M.
HAYS, Mrs. Charles M., and maid.
HAYS, Miss Margaret
HEAD, Christopher.
HILLIARD, H. H.
HIPKINS, Mr. and Mrs. W. F.
HIPPACH, Mrs. Ida S.
HIPPACH, Miss Jean.
HOGEBOOM, John C.
HOLDEN, Rev. J. S.
HOYT, Mr. and Mrs. F. M.
HOGENHEIM, Mrs. A.
HARRIS, Mr. and Mrs. Henry B.
HAVEN, H.
HARP, Mr. and Mrs. Charles M.
HARP, Miss Margaret, and maid.
HOST, W. F.
HOLVERSON, Mr. and Mrs. A. M.

I.

ISMAY, J. Bruce, and servant.
ISHAM, Miss A. E.

J.

JULIAN, H. F.
JONES, C. C.
JAKOB, Birnbaum.

K.

KENT, Edward A.
KENYON, Mr. and Mrs. F. R.
KIMBALL, Mr. and Mrs. E. N.
KLOBER, Herman.

L.

LAMBERT, Williams.
LAWRENCE, Arthur.
LEADER, Mrs. F. A.
LONG, Milton.
LONGLEY, Miss G. F.
LINES, Mr. and Mrs. E. H.
LINES, Miss Mary C.
LINDSHOLM, J.
LORING, J. H.
LINGREY, Edward.

M.

MADILL, Miss G.
MAGUIRE, J. E.
MARVIN, Mr. and Mrs. D. W.
McCAFFRY, T.
McCAFFRY, T., Jr.
McCARTHY, T., Jr.
McGOUGH, Mrs. J. B.
MIDDLETON, J. C.
MILLETT, Frank D.
MINAHAN, Dr. and Mrs.
MINAHAN, Miss D.
MARECHAL, Pierre.
McGOACH, J. R.
MEYER, Mr. and Mrs. Edgar J.
MOLSON, H. M.
MOORE, C., servant.
MOCK, Philip E.

N.

NATSCH, Charles.
NEWALL, Miss T.
NEWELL, A. W.
NEWELL, Miss Alice.
NEWELL, Miss M.
NEWSON, Miss H.
NICHOLSON, A. S.

O.

OSTBY, Mr. and Mrs. E. C.
OSTBY, Miss H. R.
OVIES, S.
ORNOUT, Alfred T.

P.

PARTNER, M. A.
PAYNE, V.
POND, Florence, maid.
PORTER, Walter.
POTTER, Mrs. T., Jr.
PUFFER, C. C.
PARR, M. H. W.
PEARS, Mr. and Mrs. Thomas.
PENASCO, Mr. and Mrs. Victor, maid.
PENCHEN, Major A.

R.

REUCHLIN, J.
ROBERT, Mrs. E., and maid.
ROEBLING, Washington A., 2d.
ROOD, Hugh R.
ROES, J. Hugo.
RHEIMS, George.
ROBERT, Mrs. E., and maid.
ROLMANE, C.
ROSENBAUM, Miss.
ROTHES, Countess, and maid.
ROTHSCHILD, Mr. and Mrs. M.
ROWE, Arthur.
RYERSON, Mr. and Mrs. A., and maid.
RYERSON, Misses and Master.

S.

SAALFIELD, A.
SCHABER, Mrs. Paul.
SHUTES, Miss E. W.
SILVERTHORNE, Mr.
SILVEY, Mr. and Mrs. William B.
SNYDER, Mr. and Mrs. John.
SPEDDEN, Mr. and Mrs. F. C., and maid.
SPEDDEN, Master D., and nurse.
SPENCER, Mr. and Mrs. W. A., maid.
STEAD, W. T.
STEHLI, Mr. and Mrs. Max Frolisher.
STEPHENSON, Mrs. W. B.
STONE, Mrs. Geo. M., and maid.
STRAUS, Mr. and Mrs. Isidor.
SUTTON, Frederick.
SWIFT, Mrs. F. Joel.
SALOMON, Mrs. A. L.
SEWARD, Fredk. K.
SIMONIUS, Alfons.
SLOPER, William T.
SMART, John M.
SMITH, Clinch.
SMITH, R. W.
STAHELIN, Max.
STENMEL, Mr. and Mrs. C. E. H.
STEWART, A. A.
SMITH, Mr. and Mrs. L. P.

T.

TAUSSIG, Mr. and Mrs. Emil.
TAUSSIG, Miss Ruth.
TAYLOR, Mr. and Mrs. E. Z.
THAYER, J. B.
THAYER, Mrs. J. B., and maid.
THAYER, J. B., Jr.
THORNE, Mr. and Mrs. G.
TUCKER, G. M., Jr.

U.

URUCHURTU, M. K.

W.

WALKER, W. A.
WARREN, Mr. and Mrs. F. M.
WHITE, Percival A.
WHITE, Richard F.
WIDENER, G. D., and servant.
WIDENER, Mrs. G. D., and maid.
WIDENER, Harry.
WOOD, Mr. and Mrs. Frank P.
WOOLNER, Hugh.
WYCKOFF, Van der Hof.
WEIR, J.
WHITE, Mrs. J. S., and maid.
WICK, Mr. and Mrs. George D.
WICK, Miss Mary.
WILLARD, Miss C.
WILLIAMS, Duane.
WILLIAMS, R. M., Jr.
WRIGHT, George.

Y.

YOUNG, Miss Marie.

In the Second Cabin.

The following is a revised list of second-class passengers on the Titanic, received by cable from Southampton and given out late last night at the offices of the White Star Line:

A.

ASHBY, John.
ALDWORTH, C.
ANDREW, Edgar.
ADELMAN, Frans.
ADELMAN, Miss Lila.
ANGLE, Mrs.
ABELSON, Samson.
ANDREW, Frank.

Seeking News of Lost Relatives and Friends.

Mrs. Benjamin Guggenheim inquiring about her Husband, De Witt Beligman to the Left.
Photo American Press Assn.

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IN FRONT OF THE WHITE STAR LINE OFFICE.

Photo by Paul Thompson.

Inquirers at the White Star Offices.

Photo by Underwood & Underwood.

P.A.B. WIDENER (in Centre) at the White Star Office to inquire about Mr. & Mrs. George D. Widener

B.

BYLES, Rev. Thomas.
BEAUCHAMP, H. J.
BEESLEY, Lawrence.
BIRG, Miss E.
BROWN, Mildred.
BENTHAN, I.
BENTHAN, Miss L.
BATEMAN, Robt. J.
BUTLER, Reginald.
BOTSFORD, Mall.
BOWENER, Solomon.
BERRIMAN, William.
BEACKEN, James H.
BROWN, Mrs.
BANFIELD, Fred.
BEIGHT, Nail.
BRAILY, Bandsman.
BEIGHT, Miss Dagmar
BREICOUX, Bandsman
BAILEY, Percy.
BAINBRIDGE, C. R.
BROWN, Mr.
BYSTRON, Carolina.

C.

CLARKE, Charles.
CLARK, Bandsman.
COBEY, Mrs.
CARTER, Rev. Ernest.
CARTER, Mrs.
COLERIDGE, Reginald
CHAPMAN, Charles.
CUNNINGHAM, Alf.
CAMPBELL, William.
COLLYER, Harvey.
CORBETT, Mrs. Irene.
CHAPMAN, John R.
CHAPMAN, Mrs. E.
CHRISTY, Miss J.
COLANDER, Erie.
COTTERILL, Harry.
CLARKE, Mrs.
CALDWELL, A. F., and infant.
CHARLES, William.
CHRISTA, Mrs.
COLLETT, Stewart.

D.

DEACON, Percy.
DAVIS, Charles.
DEBBEN, William.
DE BRITS, Jose.
DALCROFT, Miss N.
DANBORNY, H.
DREW, James.
DREW, Master M.
DAVID, Master J. W.
DURAN, Miss F.
DURAN, Miss A.
DOUNTON, W. J.
DEL VARIO, S.
DEL VARIO, Mrs.

E.

EITMILLER, G. F.
ENANDER, Ingvar.

F.

FROST, A.
FYNNERY, Mr.
FAUNTHROPE, H.
FILLBROOK, C.
FUNK, Annie.
FAHLSTROM, A.
FOX, Stanley N.

G.

GREENBERG, S.
GILES, Ralph.
GASKELL, Alfred.
GILLESPIE, Wm.
GILBERT, William.
GALL, Harry.
GALL, S.
GILL, John.
GILES, Edgar.
GILES, Fred.
GALE, Harry.
GALE, Phadruch.
GARVEY, Lawrence.

H.

HICKMAN, Leonard.
HICKMAN, Lewis.
HUME, Bandsman.
HICKMAN, Stanley.
HOOD, Ambrose.
HODGES, Henry P.
HART, Benjamin.
HART, Mrs. Esther, and child.
HARRIS, George.
HARRIS, Walter.
HEWLETT, Mrs. M.
HARPER, John.
HARPER, Nina.
HARBECK, W. H.
HOFFMAN, Mr.
HOFFMAN, child.
HOFFMAN, child.
HERMAN, Mrs. S.
HERMAN, Mrs. Jane.
HERMAN, Miss Kate.
HERMAN, Miss Alice.
HOWARD, B.
HOWARD, Mrs. B. T.
HART, George.
HALE, Reginald.
HAMATAINEN, Anna, and infant son.
HILUNEN, M.
HUNT, George.

I.

ILETT, Bertha.

J.

JACOBSON, Mr.
JACOBSON, Mrs.
JACOBSON, Sydney.
JEFFERY, Clifford.
JEFFERY, Ernest.
JENKIN, Stephen.
JARVIS, John D.

K.

KRINS, Bandsman.
KARINES, Mrs.
KANTAR, Selna.
KANTAR, Mrs.
KNIGHT, R.
KEANE, Daniel.
KIRKLAND, Rev. C.
KARNES, Mrs. F. G.
KEYNALDO, Miss.
KRILLNER, J. H.

L.

LEYSON, R. W. N.
LAWRENCE, G.
LAROCHE, Joseph.
LAROCHE, Mrs.
LAMB, J. J.
LAMORE, Mrs. A.
LENGAM, John.
LEVY, F. J.
LAHTIGAN, Mr. and Mrs. William.
LAUCH, Charles.

M.

MUDD, Thomas.
MACK, Mary.
MARSHALL, Henry.
MELLERS, William.
MAYBERG, Frank H.
MEYER, August.
MYLES, Thomas.
MITCHELL, Henry.
MALLETT, Master A.
MATTHEWS, W. J.
McKANE, Peter.
MILLING, Jacob.
MANTVILLE, Joseph.
MALACHARD, Noil.
MORAWECK, Dr.
MANGIOVACCLI, E.
McCRAE, Arthur G.
McCRIE, James M.
McKANE, Peter D.

N.

NESSEN, Israel.
NICHOLLS, Jos. C.
NORMAN, Robert D.
NASSER, Nicholas.

O.

OTTEO, Richard.

P.

PHILLIPS, Robert.
PONESELL, Martin.
PAIN, Dr. Alfred.
PARKES, Frank.
PENGELLY, F.
PERNOT, Rene.
PERUSCHITZ, Rev.
PARRISH, Mrs. D.
PARKER, Clifford.
FULBAUM, Frank.

R.

ROGERS, Getina.
RENOUF, Peter E.
RIDSDALE, Miss L.
ROGERS, Harry.
REEVES, David.

S.

SWORD, Hans K.
STOKES, Philip J.
SHARP, Percival.
SEDGWICK, Mr.
SMITH, Augustus.
SWEET, George.
SJOSTEDT, Ernest.
SLEMEN, R. J.
SOBERG, Hayden.
SLAYTER, Miss H.
SLATTER, Miss H. M.
STANTON, Ward.
SINKKONEN, Anna.
SIMMORE, Laroche.

T.

TOOMEY, Ellen.
TAYLOR, Bandman.
TURPIN, Wm. J.
TURPIN, Mrs. Dorothy.
TURNER, John H.
TURNER, Mrs.
TURNER, George.
TROUNEANSKY, M.
TERVAN, Mrs. A.
TRANT, Mrs. Jesse.

V.

VEALE James.
VON DRACHSTED, Baron.

W.

WALCROFT, Miss.
WILHELM, Charles.
WATSON, E.
WOODWARD, Bandsman.
WARE, William C.
WEIZ, Leopold.
WHEADON, Edw'd.
WARE, John J.
WARE, Mrs.
WEST, E. Arthur.
WHEELER, Edwin.
WENMAN, Samuel.

The following is a list of third-class steerage passengers who embarked on the Titanic at Southampton:

A.

ALLUM, Owen.
ALEXANDER, Wm.
ADAMS, J
ALFRED, Evan.
ALLEN, William.
ABBOTT, Rosa and family.
ABBING, Anthony.
AKS, Leah.
AKS, Filly.

B.

BRAUND, Lewis.
BRAUND, Owen.
BADMAN, Emily.
BOWEN, David.
BEAVAN, W.
BARTON, David.
BROCKLEBANK, Wm.
BILLIARD, A., and two children.
BING, Lee.

C.

CAN, Ernest.
CREASE, Ernest.
COHETT, Gurshon.
COUTTS, Winnie, and two children.
CRIBB, John.
CRIBB, Alice G.
CELLOTI, Francesco.
CHRISTMANN, Emil.
COXON, Daniel.
CORN, Harry.
CARVER A.
COOK Jacob.
CHIP, Chang.

D.

DUGEMIN, Joseph.
DEAN, Bertram, and family.
DORKINGS, Edward.
DENNIS, Samuel.
DENNIS, William.
DAVIES, John.
DOWDELL, E.
DAVISON, Thomas.
DAVISON, Mary.
DAHL, Charles.
DRAPKIN, Jennie.

E.

EVERETT, Thomas.
EMPUEL, Ethel.
ELSBURY, James.

F.

FORD, Arthur.
FORD, Margaret, and family.
FRANKLIN, Charles.
FOO, Cheong.

G.

GOODWIN, F., and family.
GOLDSMITH, Frank, and family.
GREEN, George.
GUEST, Frank.
GARFIRTH, John.
GILLINSKI, Leslie.

H.

HYMAN, Abraham.
HARKNETT, Alice.
HOWARD, May.
HARMER, Abraham.

I.

ING, Hee.

J.

JOHNSON, A., family.
JOHNSTONE, W.

K.

KEEFE, Arthur.
KELLEY, James.

L.

LOVELL, John.
LOB, William.
LOBB, Cordelia.
LESTER, James.
LITHMAN, Simon.
LEONARD, I.
LAM, Ah.
LAM, Len.
LANG, Fang.
LING, Lee.
LOCKYER, Edward.

M.

MOORE, Leonard.
MACKAY, George.
MEEK, Annie.
MIKALSEN, Sander.
MILES, Frank.
MILES, Frederick.
MORLEY, William.
McNAMEE, Neal.
McNAMEE, Eileen.
MEANWELL, Marian.
MEO, Alfonso.
MAISNER, Simon.
MURDLIN, Joseph.
MOOR, Belle.
MOOR, Meier.

N.

NANCARROR, William.
NOSWORTHY, Richard.

P.

FEDRUZZI, Joseph.
PERKIN, John.
PEARCE, Ernest.
PEACOCK, Treesteall,
and two children.
POTCHETT, George.
PETERSON, Marius.

R.

ROUSE, Richard.
RUSH, Alfred.
ROGERS, William.
REYNOLDS, Harold.
ROTH, Sarah.
READ, James.
ROBINS, Alexander.
ROBINS, Charity.
RISIAN, Samuel.
RISIAN, Emma.

S.

SADOWITZ, Harry.
SAUNDERCOCK, W.
STANLEY, Amy and E.
SHELLARK, Fred'k.
SAGE, John and family.
SAWYER, Frederick.
SPINNER, Henry.
SHORNEY, Charles.
SIMMONS, John.
SEROTA, Maurice.
SOMERTON, F.
SLOCOVSKI, Selmen.
SUTCHALL, Henry.
SATHER, Simon.
STOREY, T.
SPECTOR, Woolf.

T.

THOMSON, Alex.
THEOBALD, Thomas.
TOMLIN, Ernest.
TURNQUIST, W.
THORNEYCROFT, F.
THORNEYCROFT, P.
TORBER, Ernest.
TREMBISKY, Berk.
TILLEY, Edward.

W.

WILLIAMS, Harry.
WILLIAMS, Leslie.
WARE, Frederick.
WARREN, Charles.
WISEMAN, Philip.
WILKES, Ellen.
WERBER, James.
WINDELOR, Einar.

The following is a list of the third class or steerage passengers embarked on the Titanic at Cherbourg, as given out last night at the White Star office:

A.

AKAR, Nourealain.
ASSAD, Said.
ATTALA, Malakka.
AYONT, Bancura.

B.

BACHINI, Zabour.
BEILMENTOY, Hasset.
BADT, Mohamet.
BETROS, Yazbeck.
BONTOS, Hanna.
BACCOS, Boulos.
BEXROUS, Tannous.

C.

CATAVELAS, Vassilios.
CARAM, Catherine.
CHANINI, Georges.
CHRONOPOLOUS, Demetris.

D.

DRAZENOVIC, Josef.
DAHER, Shedid.

E.

ELIAS, Joseph.
ELIAS, Joseph.
ELIAS, Hanna.
ELIAS, Foofa.

G.

GHEORGEFF, Stano.
GHEMAT, Emar.
GERIOS, Youssef.
GERIOS, Youssoff.
GERIOS, Assaf.
CHALIL, Saal.

H.

HANE, Youssef, and two children.
HACHINI, Najib.
HELENE, Eugene.
JAMILA, Nicola, and child.
JOSEPH, Mary.
JEANNASSR, Hanna

K.

KASSEN, Housseln.
KARUM, Franz, and child.
KEENI, Fahim.
KHALIL, Lahle.
KRIKORIAN, Nichan.

L.

LEMBEROPOLOUS, P.
LAKARIAN, Orsen.
LATIFE, Maria.

M.

MARIA, Joseph.
MANTOUR, Mousea.
MONCAREK, Omine, and two children.
MUSTAFA, Nasr.
MONBARAK, Hanna.
MIKE, Anna.
MUSTMANS, Fatima.
MARTIN, Johan.
MALINOFF, Nicola.

N.

NAKLE, Totik.
NAKED, Maria.
NOREL, Mansour.

O.

ODELL, Catherine.
ORTIN, Amin.

R.

RAINED, Rasi.
ROUFOUL, Apostolos.

S.

SARKIS, Lahound.
SULTANI, Meme.
STANKOVIC, Javan.
SALENI, Antoni.
SEMAN, Betros.
SIRAYAMAN, Petros
SAMAAN, Jousef.
SAIIDE, Barbara.
SAAD, Dibo.
SARKIS, Madiressian.

T.

TAMINI, Hilton.
TANNANS, Daper.
THOMAS, John.
THOMAS, Charles.
THOMAS, Tannous.
TUMIN, Thomas, and infant.

U.

USHER, Haulmer.

V.

VARTANIAN, David.

W.

WAIKA, Said.
WAZLI, Jousef.
WELLER, Abi.

Y.

YOUSSEF, Brahim.
YALSEVAC, Ivan.

Z.

ZAKARIAN, Mapri.

The following is a revised list of the steerage passengers who embarked in the Titanic at Queenstown, given out at the White Star office last night:

A.

ALICE, Agnes.

B.

BARRY, ——.
BRADLEY, Bridget.
BUCKLEY, Daniel.
BUCKLEY, Katherine.
BURKE, Jeremiah.
BURKE, John.
BURKE, Katherine.
BURKE, Mary.
BURNS, Mary.

C.

CANNAVAN, P.
CARL, Ellen.
CARR, Jenny.
CHARTENS, David.
CONLIN, Thomas.
CONNAGHTON, M.
CONNELLY, Kate.
CONNELLY, Kate.
CONNORS, P.

D.

DALY, Bridget.
DEVANEY, Margaret.
DEWAR, Frank.
DONAGHUE, Bert.
DOYLE, Ellen.
DWYER, Tillie.

E.

EMMETH, Thomas.

F.

FARRELL, James.
FLYNN, James.
FLYNN, John.
FOLEY, Joseph.
FOLEY, William.

G.

GALLAGHER, Martin.
GANAVAN, Mary.
GLINAGH, Katie.
GLYNN, Mary.

H.

HAGGERDON, Kate.
HAGGERTY, Nora.
HART, Henry.
HEALY Nora.
HENERY, Delia.
HEMMING, Nora.

J.

JENYMIN, Annie.

K.

KELLY Anna.
KELLY, James.
KENNEDY, John.
KERANE, Andy.
KIERNAN, Philip.
KIERNAN, John.
KILGANNON, Thos.

L.

LANE Patrick.
LEARY, Nora.
LENNON, Denals.
LENNON, Mary.
LINEHAN, Michael.

M.

McCARTHY, Kate.
McCORMACK, Thos.
McCOY, Bridget.
McDERMOTT, Delia.
McELROY, Michael.
McGOWAN, Katherine.
McMAHON, ——.
McGOVERN, Mary.
McMAHON, Martin.
MADIGAN, Maggie.
MANION, Margaret.
MECHAN, John.
MOCKLARE, Ellis.
MORAN, James.
MULLIN, Katy.
MULVIHILL, Bertha.
MURPHY, Kate.
MURPHY, Mary.
MURPHY, Nora.

N.

NOMAGH, Robert.
NAUGHTON, Hannah.

O.

O'BRIEN, Dennis.
O'BRIEN, Hannah.
O'BRIEN, Thomas.
O'CONNELL, Patrick.
O'CONNOR, Patrick.
O'KEEFE, Patrick.
O'NEILL, Bridget.

P.

PETERS Katy.

R.

RIORDAN, Hannah.
RYAN, Edward.

S.

SADLIER, Matt.
SCANLON, James.
SHAUGHNESSAY, P.
SHINE, Ellen.
SMYTH, Julius.
SULLIVAN, Bridget.

T.

TOBIN, Roger.

A fig might be picked from a thistle—if it fell there by accident. Just so you might find a suitable pair of glasses elsewhere than at a very perfectly appointed optical store, *but the prize is not worth the risk.*

Our new building, Fifth Avenue, between 27th and 28th Streets, will be ready about June 1st. This will house our main store—the only Fifth Avenue store we have.

E. B. Meyrowitz OPTICIAN
London 1a Old Bond St. Paris 3 Rue Scribe
704 EAST 23d STREET, Near 4th Ave.
125 WEST 42d STREET, Near B'way
650 MADISON AVENUE, Cor. 60th St.
255 LIVINGSTON ST., (Cor. Bond St.) BROOKLYN
New York

Latest Reports from our Foreign Office

From Paris

The "Pagoda" Parasol

A charming combination of white linen eyelet embroidery, edged with Valenciennes lace and lined with white taffeta silk. White enamel handle. *Price* $24.74

Other Styles up to $36.74.

Main Floor, B'way.

From Paris

The Latest in Neckwear

A Robespierre collar—combination stock and lapels of black and white striped satin, with a fall of Valenciennes lace and a flat bow of black satin. *Price*..... $3.96

Main Floor, B'way.

From Japan

Hand-painted Silk Fans

In every style, from the miniature size intended for hair ornaments to those appropriate for the most formal occasion. *Prices* range from 10c to 39c

Main Floor, B'way.

Dress Garnitures —A Sale

$4.96 *for styles imported to sell at $12.50 to $25.00.*

LACE and Crepe Chiffon Fichus trimmed with white pearl, crystal beads, fringe, and rosebud garlands.

TO BE worn with evening gowns, or as a separate blouse trimming.

IN ALL the delicate evening colors, and white.

Main Floor, 35th St.

R. H. Macy & Co.

HERALD SQUARE 34th STREET to 35th STREET BROADWAY NEW YORK

Ten Thousand Ads Wouldn't convince you of the merit of Brill Clothes one-half as quickly as one word from your friend who has worn them. Ask your friend—he's the best ad. we know of for Brill Clothes—then come here and ask to see The Brill Twenty, our remarkable $20 suits for men and young men.

Motorwearables for Owners and Drivers At our 49th St. Store.

Brill Brothers

BROADWAY, at 49th St. 279 BROADWAY, near Chambers St.
47 CORTLANDT ST., near Greenwich. 125TH ST., at Third Ave.
UNION SQUARE, 14th Street, West of Broadway.
Harlem Store Open Evenings.

Smith Gray & Co.

Foremost Clothiers Since 1845

If you would be sure of finding just the model you seek, come to a Smith Gray & Co. store.

In the Smith Gray & Co. stores you are confined to no restricted range of ideas of one individual organization, the Smith Gray & Co. styles being evolved from three distinctive sources from which there results the most comprehensive showing of models in all New York.

In Suits, there are nearly a score of various English and Continental interpretations—eight different college and young men's models and six different Fifth Avenue and conservative models.

In Spring Coats, the model range is equally as comprehensive, comprising models for every dress, business, motoring and storm service.

The showing of Suits and Overcoats of fine foreign fabrics from England, Scotland, Ireland, Germany and Belgium is most attractively priced at 30.00, 35.00 and 40.00.

Spring Coats Special

Spring Coats, values to 22.50 (broken sizes) 12.50
Spring Coats, values to 22.50..... 15.50
Spring Coats silk lined, standard 25.00 values 18.50
22.50 Rubberized English Slip-On Rainproof Raglans, silk lined..... 13.50

Spring Suits Special

Spring Suits, 20.00 and 22.50 values. 15.00
Spring Suits, 22.50 and 25.00 values. 17.50
Spring Suits, 27.50 and 30.00 values. 21.00

Motor Clothes for Owners and Chauffeurs.

Smith Gray & Co.

Two Brooklyn Stores: Fulton St. at Flatbush Av. Broadway at Bedford Av.
Two New York Stores: Broadway at Warren St. Across From City Hall. 5th Av., Bet. 27th & 28th Sts.

Boston Garter

Velvet Grip

To be sure of the genuine, look for these boxes. Then see the trade marks on the clasp and the moulded rubber button.

Boston Garter is guaranteed against imperfections. Buy it by name.

TIMES BULLETINS SENT FAR AND WIDE

They Gave the Names of Survivors as These Were Received in Wireless Messages.

POSTED IN PUBLIC PLACES

First Was Issued in the Morning with 125 Names and the Last at 6 P. M. with More Than 400.

Large bulletins, issued by THE NEW YORK TIMES at intervals of a few hours, and posted conspicuously in hotels, clubs, office buildings, public buildings, and large stores, gave to the public yesterday the identity of the survivors of the Titanic's sinking. THE TIMES'S bulletins, printed in large, heavy-faced type, were revised as frequently as additional names were received through THE TIMES'S Marconi service at Cape Race from the White Star liner Olympic, whose dispatches went to the White Star offices here, and from the wires of The Associated Press.

Five bulletins were issued, the first at 5:30 A. M., containing the names of 125 survivors, and the last at 6:30 P. M. This contained about 400 names.

From the time that the first TIMES bulletin made its appearance crowds surrounded it, and from then until the last bulletin was hung in place there was not a moment all day that scores of men and women were not gathered about the posting places.

It was the bulletin issued at 9 o'clock that attracted the greatest attention, perhaps, for it was issued at a time when thousands of persons were going to their work in the Wall Street district, and there alone it is estimated that 50,000 delayed beginning business for the day to examine the list of 175 names.

By noon, when the workers throughout the city were at liberty for an hour, the names in THE TIMES'S list had increased to 250, and freshly printed bulletins containing each of these names, alphabetically arranged in bold type, replaced the bulletins which had stood since 9 o'clock.

Crowds Waited for the Bulletins.

It was not until 4 o'clock that this list was increased appreciably. Then the names of almost 400 survivors had been received at THE TIMES office and instantly a bulletin recording these was rushed to replace the noon bulletin.

The crowds which congregated around the bulletins were inclined to stick to their posts, for despite the ever-increasing number of names of survivors, there remained always upwards of 400 who were not named, and in these remained the hope of thousands who had friends or relatives on the lost steamer.

Attendants at every place where a bulletin was posted were pressed with inquiries as to when the next bulletin would appear, but even when they were told that the next one would not appear for several hours, there were many in the throngs who refused to leave, hoping that the next bulletin might make its appearance sooner than was predicted, and that on it might be the one name of all the 866 for which they waited.

Meantime THE TIMES office was overtaxed with inquiries for persons who had been on the Titanic. Telephones rang constantly with seekers after information, all of whom could be told only that every name in the possession of THE TIMES was posted on its bulletins.

At the hotels throughout the day the clerks were kept busy answering questions as to when the next bulletin would appear, and when it was posted there would be a rush to see what new names appeared on it.

Sometimes a man or woman would glance at the list, utter a cry of joy that was almost a sob and dash through the crowd, heedless of manners, to reach a telephone and convey the tidings to some who kept a lonely vigil at home. But for every one that rushed gladly from the bulletins, there were dozens who drew sadly away after running through the list to the last name.

Posted in Forty-two Hotels.

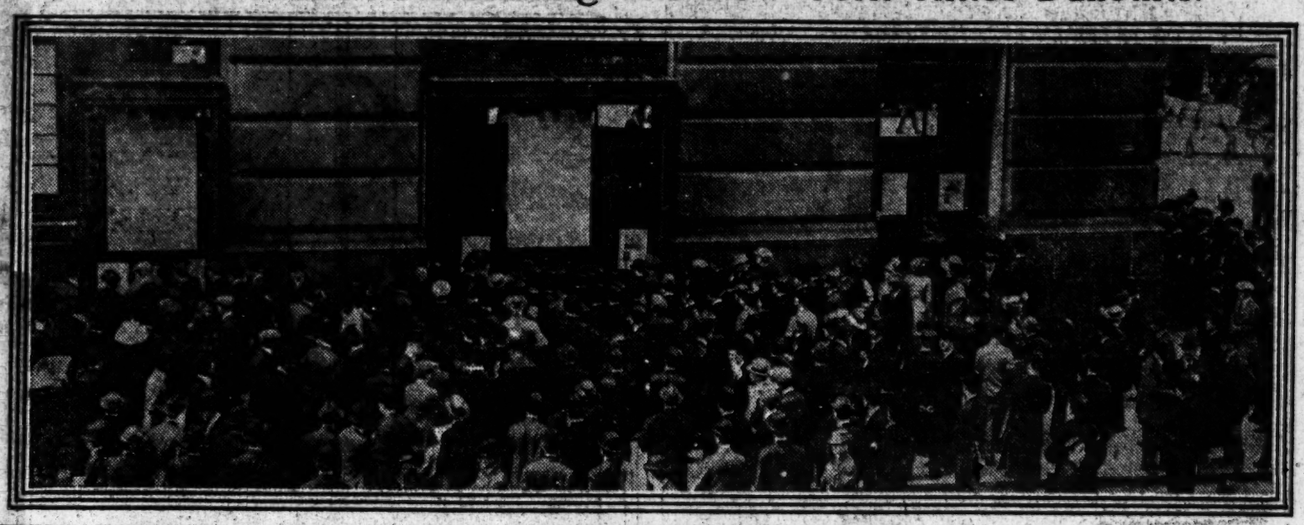
At the Pennsylvania Station bulletins were posted in the two principal waiting rooms, and many a person missed his train to stop and study the lists. There was a constantly shifting crowd in front of the posters, which station employes were forced to keep moving that they might not block all approach to the lists.

But it was probably in the financial districts that the crowds were greatest. Bulletins were posted in the smoking rooms of all the exchanges and in the principal cigar and drug stores of the district, as well as in cafés and other stores in the purlieus of Wall Street.

In front of the shop of the Surbrug Company, in Broadway near Fulton Street, the crowds were so great that the police were called out to prevent them blocking traffic. In several stores in Broad, Beaver and Nassau Streets the crowds became so great that the proprietors asked for police assistance in handling them, and the reserves were sent there from the Oak Street Station.

When the last bulletin was issued many of the stores and public buildings in which its predecessors had found a place were closed for the day, but the bulletins were posted conspicuously in the lobbies of these forty-two hotels: Algonquin, Astor, Rector, Manhattan, Belmont, Murray Hill, Normandie, Union Square, St. George, St. Denis, Vanderbilt, Seville, Imperial, Hoffman House, Holland House, Delmonico's, Sherry's, Schuyler, San Rafael, St. Margaret, St. James, St. Andrew, Bretton Hall, Endicott, Ansonia, Breslin, Collingswood, Criterion, Earlington, Herald Square, Iroquois, Hermitage, Metropole, Knickerbocker, Cadillac, Colonial, Cumberland, Gotham, St. Regis, Netherland, Savoy, and the Hotel Plaza.

Anxious Crowd Watching The New York Times Bulletins.



TO JUDGMENT CREDITORS OF

Interurban Street Ry. Co. New York City Ry. Co. and Metropolitan Street Ry. Co.

When the property of these roads went into the hands of receivers, the U. S. Circuit Court announced in more than one opinion that creditors who might have claims against the road, whether in suit or not, could not under equity practice participate in the proceeds of any property which might come into the hands of receivers unless they filed their claims with the Special Master and made proof of the same. At the same time it was stated that, if he preferred, any creditor might prove his claim in the court, State or Federal, instead of before the Master, and that a transcript of judgment would be accepted as sufficient proof of the claim. The Special Master advertised for claims, stating that they must be filed before January 15, 1908. In conformity with subsequent orders of the Circuit Court, claims were received as late as March 1st, 1910. Although more than two years was thus allowed to creditors in which to file their claims, it appears that in numerous instances attorneys for creditors failed to file such claims, owing to their own ignorance or carelessness. In order that the person holding a valid claim which has been reduced to judgment should, because of his lawyer's negligence, be deprived of the opportunity to share in whatever property there may be in receivers' hands, the Special Master by authority of the Court hereby gives notice that all such claims (which have not been already filed) may be filed with him at his office, Room 84, Cotton Exchange Building, Hanover Square, New York City, at any time prior to 4 P. M. on Tuesday, April 30th, 1912.

New York, March 28, 1912.

WILLIAM L. TURNER, Special Master.

Some Sock Sense

Making guarantees is easy.

Making good on guarantees is another matter. The six-months-no-hole guarantee that goes with every box of "Holeproof" is broad, strong and safe. We've been making it for over 12 years. And 95% of the hose has outlasted the guarantee. The other 5% has been replaced by us.

FAMOUS **Holeproof Hosiery** FOR MEN WOMEN AND CHILDREN

Every step in the production of "Holeproof" passes before eagle eyed inspectors—the hardest men in the textile industry to satisfy. This inspection costs us over $1,000 a week, but results in "Holeproof"—the original guaranteed hose—the light, soft and attractive hose—the hose for your feet.

All good things are copied—it's proof of the original article's merit. "Holeproof" has hordes of imitators. But remember that if quality talks then "Holeproof" leads the conversation. If you get fooled in the buying you will surely get fooled in the wearing. So look for the "Holeproof" trademark—it's on the toe of the genuine.

Six pairs cost $1.50 to $3.00.

See the new summer colors in cotton and silk at your dealer's. (807)

Holeproof Hosiery Company Milwaukee, Wis.

Reg. U. S. Pat. Office, 1906

Are Your Hose Insured? *Cost Little*

BOATS FAR TOO FEW, SAYS SHIP'S DESIGNER

Titanic Carried More Than Required, Declares Carlisle, but Needed Fifty.

PRESENT LAW INADEQUATE

Until Requirements Are Raised, He Asserts, Companies Cannot Afford to Add to the Topweight.

Special Cable to THE NEW YORK TIMES.

LONDON, April 16.—In an interview with THE NEW YORK TIMES correspondent to-day Alexander Carlisle, who was recently chief designer with Harland & Wolff, the shipbuilders, and designed the Titanic, said that in his opinion the great loss of life was due to the fact that the Titanic had not sufficient lifeboats. He added:

"Under the Board of Trade requirements the number of lifeboats required is based on a maximum of 10,000 tonnage, and, while the Titanic had 50 per cent. of boats above these requirements, she ought to have had fifty lifeboats instead of twenty.

"The law regarding 10,000-ton boats as the maximum is very old, when boats of that size were a dream of the future, and the law has never been altered since.

"The reason why more lifeboats are not added to the Titanic and similar vessels is that the owners feel that they cannot afford to add to the topweight of the vessels."

[By Wireless.]

Mr. Carlisle continued:

"I am of the opinion that there has never been a ship built or designed that was unsinkable. I do not think it possible to design or build such a ship. All we can do is, so far as lies in our power, to arrange the bulkheads and other details so as to minimize the risk in an ordinary accident as much as possible. My belief is that all the details from keel to truck in the case of both the Titanic and her sister ship, the Olympic, were everything that could be thought of or carried out.

"I have little or no doubt that sooner or later, when the traveling public are not so fastidious about going up and down stairs, and when they do not require to be able to walk practically more than half the length of the ship without opening a door, and when the Board of Trade makes it compulsory to have no water-tight doors, either in the hold or between decks, open between sunset and sunrise, then an enormous amount of risk that is now present in ships may and can be eliminated."

BALLIN DEEPLY IMPRESSED.

Shipping Companies Must Take Increased Precautions, He Says.

HAMBURG, April 16. — Albert Ballin, Managing Director of the Hamburg-American line, in reply to an inquiry today, said referring to the possibility of incorporating further safety devices on large vessels:

"The great shipping companies must try to enlarge and improve upon the extensive measures of precaution which they have taken and which in their opinion and in that of the underwriters already give the highest possible security.

"It will be clear to any reasonable man that the size, speed and other qualities of the unfortunate Titanic had nothing to do with her loss. I am further firmly convinced that the vessel was fully provided with all modern safety appliances. Why they proved insufficient is a question that can only be answered after more extensive reports have been received and examined by experts and the results studied with the greatest care in order to improve as much as possible the present measures of precaution."

BERLIN, April 16.—Johanna Kaempf, Speaker of the Reichstag, at the reopening of the sessions after the Easter vacation, to-day, made a speech expressing the sympathy and grief of the German Empire over the loss of the liner Titanic, with a large number of lives.

KING AND QUEEN CONDOLE.

Emperor William Also Sends a Message of Sympathy to London.

LONDON, April 16.—King George has sent the following message to the White Star Company:

London, April 16.

The Queen and I are horrified at the appalling disaster which has happened to the Titanic and at the terrible loss of life. We deeply sympathize with the bereaved relations and feel for them in their sorrow with all our hearts. GEORGE, R. and I.

The Queen Mother Alexandra has sent a message of sympathy to the company, in which she says:

It is with feelings of the deepest sorrow that I hear of the terrible disaster to the Titanic and of the awful loss of life. My heart is full of grief and sympathy for the bereaved families of those who have perished.

The company has received messages of sympathy from the German Emperor and Prince Henry of Prussia also.

ASQUITH VOICES SYMPATHY.

Says Nation Admires the Heroic Sacrifices Made.

LONDON, April 16.—Premier Asquith in a brief statement in the House of Commons this afternoon gave public expression to Great Britain's sympathy in connection with the Titanic disaster. After reading out to the members the messages from the White Star Company, already published, the Premier continued:

"Perhaps the House will allow me to add this: that I am afraid we must brace ourselves to confront one of those terrible events in the order of Providence which baffle foresight, which appall the imagination and make us realize the inadequacy of words to do justice to what we feel.

"We cannot say more at this moment than to give a necessarily imperfect impression of our sense of admiration that the best traditions of the sea seem to have been observed and that willing sacrifices were offered to give the first chance for safety to those who were least able to help themselves, and of the heartfelt sympathy of the whole nation to those who find themselves suddenly bereaved of their nearest and dearest."

INQUIRY IN COMMONS.

President of Board of Trade Is Asked Pointed Questions.

LONDON, April 16.—Sydney Buxton, President of the Board of Trade, was asked in the House of Commons this afternoon if he would take steps to prevent liners proceeding to New York from taking the northern route for the purpose of breaking records, and whether he could state the number of lifeboats carried on board the Titanic as compared with the number of passengers.

Mr. Buxton said he must have notice of such questions.

DISTRESSING SCENES IN PARIS.

"International Tragedy" Rouses the Sympathy of French People.

PARIS, April 16.—The press of France unite in expressing sympathy for England and the United States over the catastrophe to the Titanic, saying that this is an international and not a national tragedy.

The White Star offices here were crowded all day with relatives and friends of passengers on the steamer, fearful of the worst, yet clinging desperately to hope. Many arrived at daylight, soon after the first tidings of the real tragedy began to reach the American colony.

Hundreds of permanent American residents and American tourists staying at the hotels had relatives on board. All went to sleep last night, comforted with the assurances that all had been saved, and it was only when they received their newspapers this morning that they learned of the disaster.

The White Star office was besieged by weeping women, several of whom had sons on board. Among these was Mrs. William Dulles, who left the office in a state of collapse, supported by her friends.

Robert Bacon, United States Ambassador to France, with his wife and daughter, had until a week ago planned to sail on the Titanic, but in view of the delay in the arrival of Myron T. Herrick, his successor, Mr. Bacon decided to postpone his departure and leave by the French liner France next Saturday.

French shipping experts are already studying the lessons of the disaster. The Matin declares that steps should be taken to counteract the appalling dangers from icebergs by the creation of a system of ocean police, whereby reports would be furnished of the ice zones out of normal season. It is suggested that lightships should follow the ice fields and warn international shipping by wireless.

CHERBOURG, April 16.—The disaster to the Titanic has thrown Cherbourg into profound sorrow. The flags on all the public buildings are at half-mast. Thousands of citizens who witnessed the liner's departure on her maiden voyage waited all day at the steamship offices for details of the catastrophe.

HAVRE, April 16.—The disaster to the Titanic has thrown a gloom over the inauguration of the French liner France, which, like the Titanic, makes her maiden voyage this week, sailing from here Saturday and carrying to America the French delegation to the Champlain festivities, Robert Bacon, United States Ambassador to France; Mrs. Bacon, and other prominent persons.

Special trains brought a large number of guests to-day to Havre, where a banquet was given on board the France, the feature of which was the presentation of a United States flag for the steamer.

ABNORMAL YEAR FOR ICEBERGS.

Sir Ernest Shackleton Tells of Their Many Dangers.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, April 16.—Speaking with reference to the Titanic disaster yesterday, Sir Ernest Shackleton gave an interviewer some interesting details relating to icebergs.

"The northern bergs," he said, "are formed of land ice, carved off from land glaciers. In the Winter time there is hardly any movement of the ice. In some years there is a general break-up of ice in the Spring, and the danger zone consists not only of actual icebergs but of great floes of ice that come drifting down until they eventually melt in the warmer gulf stream."

Speaking of the detection of icebergs, Sir Ernest said:

"The usual method is to take the temperature of the water every half hour. Generally, also, when a ship is nearing the ice there is a mist owing to the difference in temperature of the atmosphere and the water. If the ice is to windward of the vessel one feels the cold air, but very often it is to leeward, and it is very difficult to tell whether it is in close proximity or not.

"A great many vessels which have never been heard of again, especially before the days of the wireless telegraph, have undoubtedly been lost by striking icebergs.

"This year has been an abnormal year as regards the downward drift of ice from the north and in misty weather, even if you take the temperature every half hour ice may suddenly loom ahead of you. One great danger is not the big icebergs but those are almost submerged. When a berg topples over on getting into warmer current it lies practically submerged. In case of a vessel going at high speed it is just as dangerous to strike such a submerged berg as to strike a rock. An iceberg of the north polar regions has seven parts below the water and one part above."

TAFT FOR WIRELESS CONTROL.

Denounces Use of False Reports About the Titanic Disaster.

Special to The New York Times.

WASHINGTON, April 16.—There was a conference at the White House this afternoon between the President, Attorney General Wickersham, Secretary Stimson, Secretary Meyer, Secretary Nagel, Rear Admiral Hutch I. Cone, and former Attorney General John W. Griggs and James C. Sheffield, who represent as counsel the Marconi Wireless Telegraph Company.

The Senate having ratified the convention providing for an international comity in wireless communication, it now remains to adopt legislation that will regulate and control the use of wireless telegraphy in this country. The deception of the American people yesterday in the use of wireless telegrams that now are known to have had no foundation of fact for their statements was taken up and discussed. Where these telegrams came from no one in the conference could explain.

The President emphasized the importance at this time of prompt, decisive action to prevent such perversion of a great utility and urged that there should be strong penal statutes to apply to such cases. It was stated at the conference that the regulations in the Dominion of Canada are so strict that none of the Dominion authorities would admit that the mischievous dispatches yesterday came from any station in Canada.

Another complaint discussed was the absolutely hopeless situation when two or more stations want to talk at the same time, the result being that no one can send any communication whatever. There was unanimous expression of opinion in favor of the passage at this session of the bill pending in Congress to give the United States Government absolute control of wireless telegraphy in this country.

This was opposed by Messrs. Griggs and Sheffield, who favor a bill for a general set of regulations. The weight of preference on the part of the Government authorities in the conference was for putting the whole wireless control under the Secretary of Commerce and Labor.

D. A. R. Regret Titanic Death Toll.

WASHINGTON, April 16.—The disaster to the Titanic was taken notice of by the Daughters of the American Revolution, in annual session here, who at their meeting to-day appointed a committee to draft and present later to the congress resolutions of sympathy over the frightful loss of human life.

Inland Death Due to Titanic.

BOISSEVAIN, Man., April 16.—J. P. Alexander, a former member of the Provincial Parliament, dropped dead to-day when told of the Titanic disaster. He was troubled with heart disease.

Roebling Is Excused from Jury.

Special to The New York Times.

TRENTON, N. J., April 16.—When the panel for the April term of the United States Grand Jury reported to-day, Charles G. Roebling, President of the John A. Roebling Sons Company, and father of Washington A. Roebling, 2d, one of the ill-fated Titanic's passengers, was excused from serving.

The Path to the Most Beautiful Garden is through Vaughan's Seed Catalogue for 1912 ...write for it today

Free

Send 10c and receive (125 seeds) Vaughan's Giant Pansies

SOW NOW *"Central Park" LAWN SEED*

The best permanent mixture. Makes close velvety turf. No foul seeds; no weeds. New crop: sure to grow.

Per lb., 30c; 5 lbs., $1.35; 15 lbs., $3.95.

Vaughan's Seeds 25 Barclay Street Catalogue Free

Dry Cold Storage

IMPROVED METHODS MODERATE CHARGES

Clark & Weinberg Furriers

634 Fifth Avenue (Opposite Cathedral)

CARPET CLEANSING

Largest in the World. Every detail. 42 years' experience.

THE THOS. J. STEWART CO.

Broadway cor. 46 St., N. Y. Phone 3896 Bryant
Main cor. 5th Sts., Jersey City. Phone 155
STORAGE WAREHOUSE AND MOVING VANS

Music by Nahan Franko's Orchestra, Restaurant, Daily

33 Years Leaders of Fashion

Simpson Crawford Co.

SIXTH AVE. 19TH TO 20TH STREET. NEW YORK

The Annual Sale of

Onyx Hosiery

Occurs To-Day

Only once a year these prices prevail

WOMEN'S LISLE AND SILK HOSIERY, 35c

"ONYX" Black Silk Lisle; Special Gauze Weight; "DUB-L" TOP; Reinforced Heel, Sole and Toe; Finest Quality of Mercerized Yarn. Regularly 50c., three pairs for $1.00. Main Floor.

WOMEN'S SILK THREAD HOSIERY, $1.00

"ONYX" Black Pure Thread Silk; Seasonable Weight; Splendid Quality. Actual value $1.50 pair.

MEN'S SILK HOSE, 35c

"ONYX" Black Silk Lisle. The Best. In BLACK only. Never sold at less than 50c. per pair; special, three pairs, $1.00.

Simpson Crawford Co., 6th Av., 19th to 20th St.

GIMBELS

Gowns With Distinction

are what may be expected (and received) by the women who have their toilettes made to order by our

Dressmaking Salon

Exquisite materials (generally the exact) are used for the copying of imported models—and these gowns, made by our own dressmakers, also have the imprint of artists.

Women tell us that our collection of imported models is quite the loveliest they have seen, for it includes only Gowns and Suits of dignity and elegance.

Prices are conservative. Tenth floor

This Sale of the Kinsey Stocks Is Another Gimbel Merchandising Sensation

It only needed appreciation of the New York public of the superb quality of the Linens, Handkerchiefs and other merchandise in the stock of William S. Kinsey & Co. (The Fifth Avenue Linen Store) coupled with the extraordinarily low prices at which we placed this stock on sale, to assure the glittering success of the event from the very beginning.

Monday's astonishing attendance proved it without a shadow of a doubt. And interest is certain to be maintained until the last remainder of the superbly-selected stock has disappeared.

Half Kinsey's Price or Less Is the Rule On These Beautiful Linens and Handkerchiefs

Pity that larger quantities are not left to sell, but there is much worth coming for among these:

HANDKERCHIEFS

Women's Initial Handkerchiefs, hand-embroidered, white and colored, six for 75c; Kinsey's price, six for $1.50.

Women's Initial Handkerchiefs, hand-embroidered, six for $1; Kinsey's price, six for $2.

Men's Initial Handkerchiefs, some initials missing, six for 75c; Kinsey's price, six for $1.50.

Women's Plain White Hemstitched Handkerchiefs, $1.50 dozen; Kinsey's price, $3 dozen.

Fine French Embroidered Handkerchiefs, 50c to $2.50 each; Kinsey's prices, $1 to $5.

Women's Plain and Crossbar Handspun French Handkerchiefs, 75c to $2.50 each; Kinsey's prices, $1.50 to $5.

Women's Finest French Embroidered and Real Lace Handkerchiefs, $2 to $8 each; Kinsey's prices, $4 to $16 each. Main Floor

LINENS

Fancy and Decorative Linens, embroidered on beautifully lace-trimmed, from a small Doily to a large Banquet Cloth, at $1.50 to $175; Kinsey's prices, $3.25 to $350.

Embroidered Linen Bedspreads, on fine round-thread line, for single and double beds, at $4.75 to $7; Kinsey's prices, $9.50 to $15.

Hand-embroidered Bedspreads, for single and full-sized beds, at $10 to $100; Kinsey's prices, $22 to $200.

Hemstitched and scalloped Sheets for single and full-sized beds, at $4.75 to $15.50; Kinsey's prices, $9.50 to $30.

Embroidered Huckaback Towels on fine linen, at 50c each; Kinsey's price, $1.

Irish Crash Toweling, 12½c yard; Kinsey's price, 18c. Second Floor

GIMBEL BROTHERS

BROADWAY NEW YORK THIRTY-THIRD ST

"The Big Store"

TWO MAMMOTH BUILDINGS

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BOTH SIDES OF 6TH AVE. J. B. GREENHUT, Pres. 18TH AND 19TH STS.

GREENHUT-SEIGEL COOPER CO. MAIN BUILDING

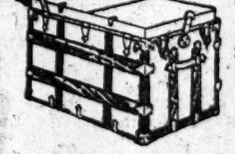
Now for a Big Sale of Travelers' Requisites

Comprising Trunks, Bags, Suit Cases, Rugs, &c.

Prices show very MARKED REDUCTIONS in standard luggage containers, which are warranted to withstand the onslaughts of the expert "baggage smasher." We first present

THE NEW "INDESTRUCTIBLE" WARDROBE TRUNK, the strongest and lightest wardrobe trunk made. All three-ply basswood veneer, hard vulcanized on both sides, making them really five-ply. The special prices for this sale are

$30, $35.75, $41, $47.75 and $53.75



Our $25 Semi-Wardrobe Trunks—as illustrated; for men and women, SHOWN HERE FOR THE FIRST TIME, are made of the best selected materials your money will buy; large and roomy; at..... $16.50

Our Mountain Special Trunks—strong canvas covered; brass clamps and corners; iron bottom; good lock; large steel hinges.

Sizes ... 28 30 32 34 36 38 40

Reg. Price ..$4.55,$5,$5.50,$6.00,$6.45,$6.95,$7.50

Spec'l ..$3.60,$4,$4.40,$4.85,$5.25,$5.50,$6.00

Hold-All Trunks—made large and roomy; bound with steel; strong clamps and corners; sheet steel bottom; deep tray; big value at $7; without straps; at..... $5.25

With strap.....$5.75

$9.75 Saratoga Special—all riveted trunks; strong basswood box; hard fibre bound; stout sole leather straps over body; linen lined; two trays; regularly $9.75; sizes 32, 34, 36; at..... $7.95 each

$5.75 Wool Steamer Rugs—the extra large size; large assortment of bright plaids; with fringe edges..... $4.25

$1.45 Fibre Matting Suit Cases—the very light weight kind; protected corners; good lock; at..... 95c

$3 Japanese Matting Suit Cases—the good quality; well made; two stout leather straps; all around case..... $2.25

$5 Black Walrus Grained Leather Bags—popular Oxford style; extra large and deep; strong, durable frame.. $3.95

(Main Building, Fourth Floor.)

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As many sets as are reasonably required for books unfilled will be given to all persons, whether purchasers or not, applying at the entrance to the Ladies' Parlor, Fourth Floor, MAIN Building, today. It will be advantageous to start filling at one time as many books as will be needed to secure the premium desired.

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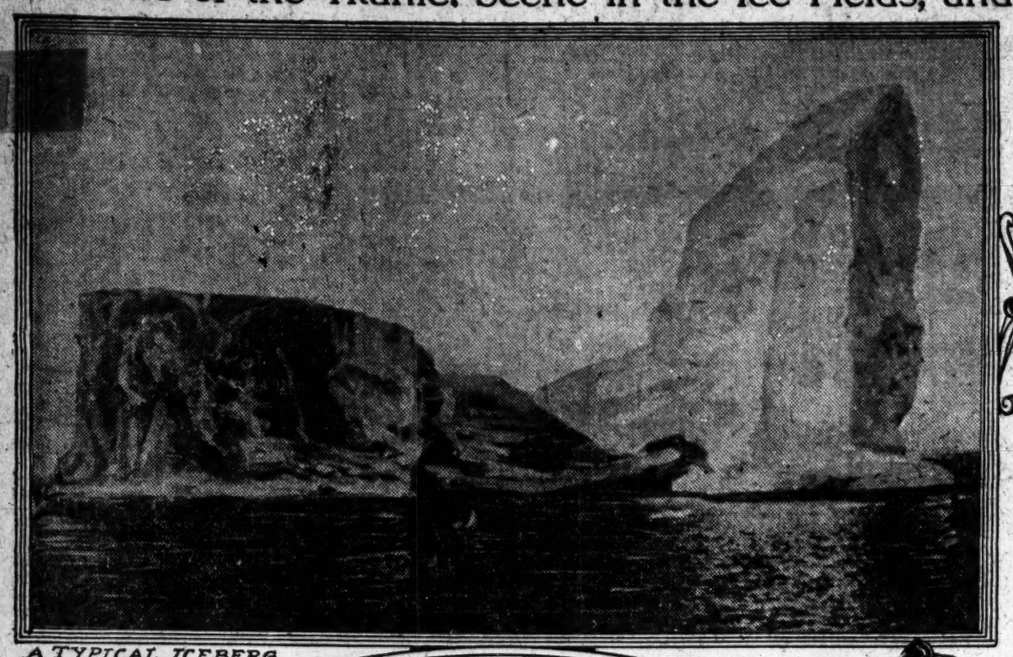
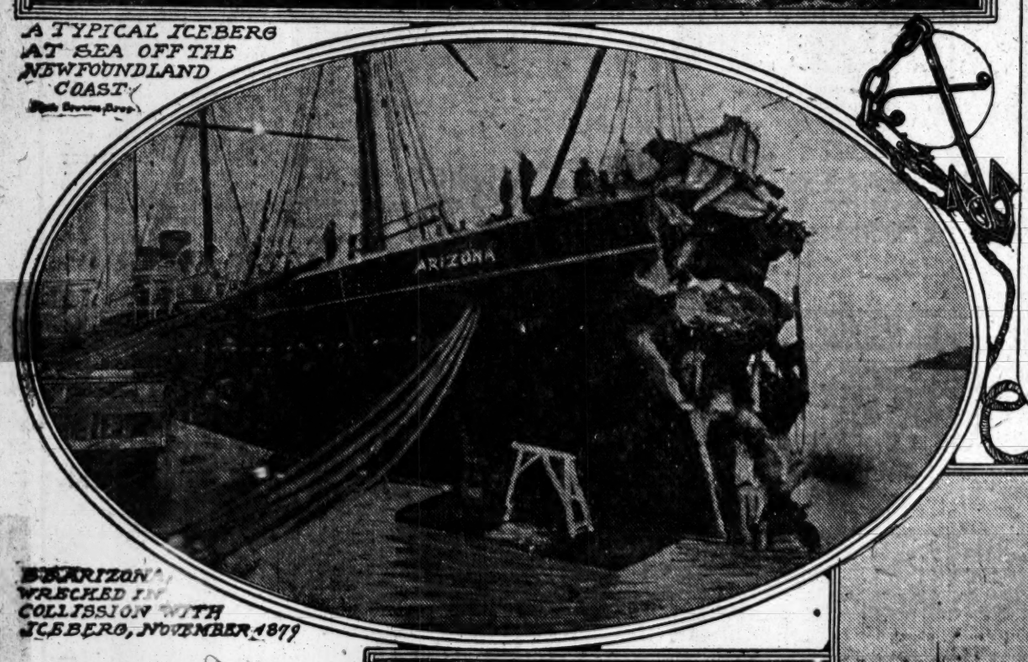
IT COSTS YOU NOTHING TO VOTE.

Double Green Trading Stamps Before 12 o'Clock

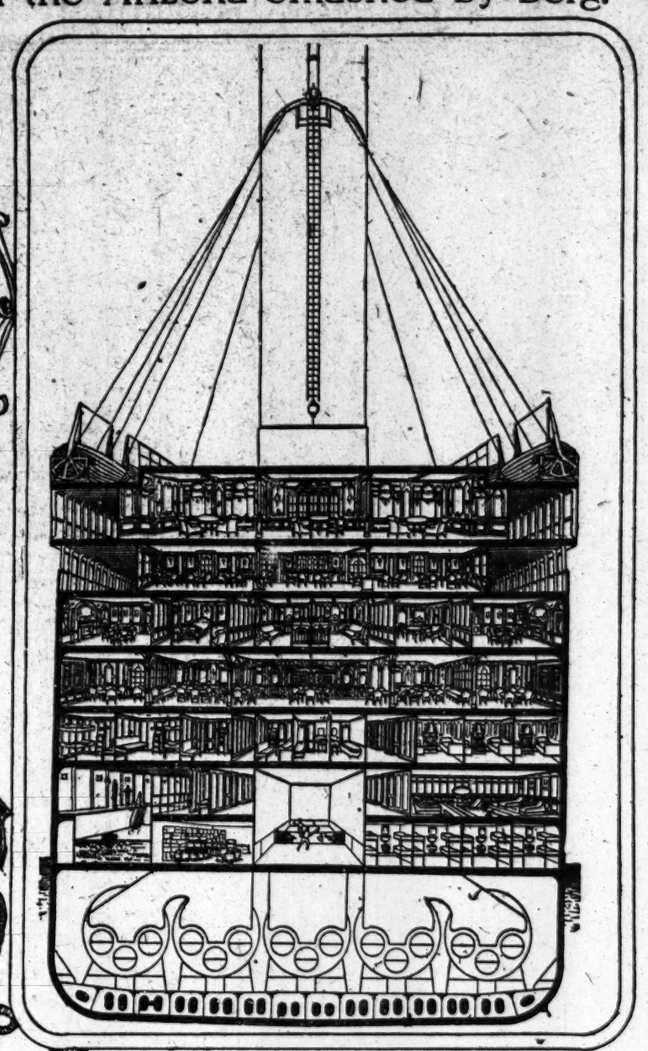
Views of the Titanic. Scene in the Ice Fields, and the Arizona Smashed by Berg.



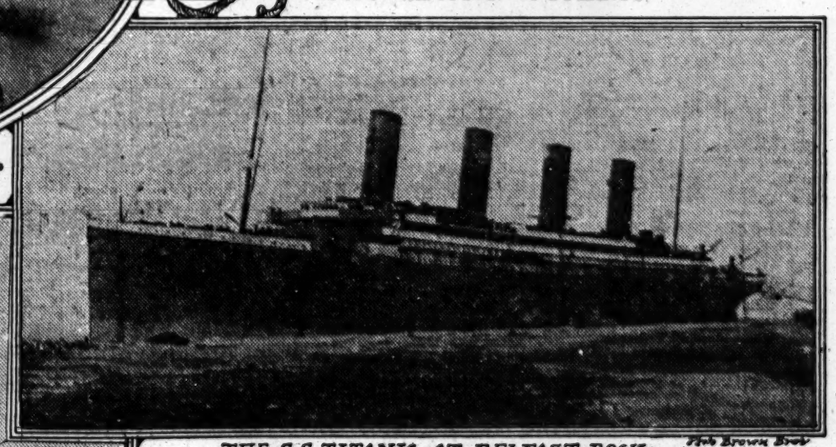
A TYPICAL ICEBERG AT SEA OFF THE NEWFOUNDLAND COAST.



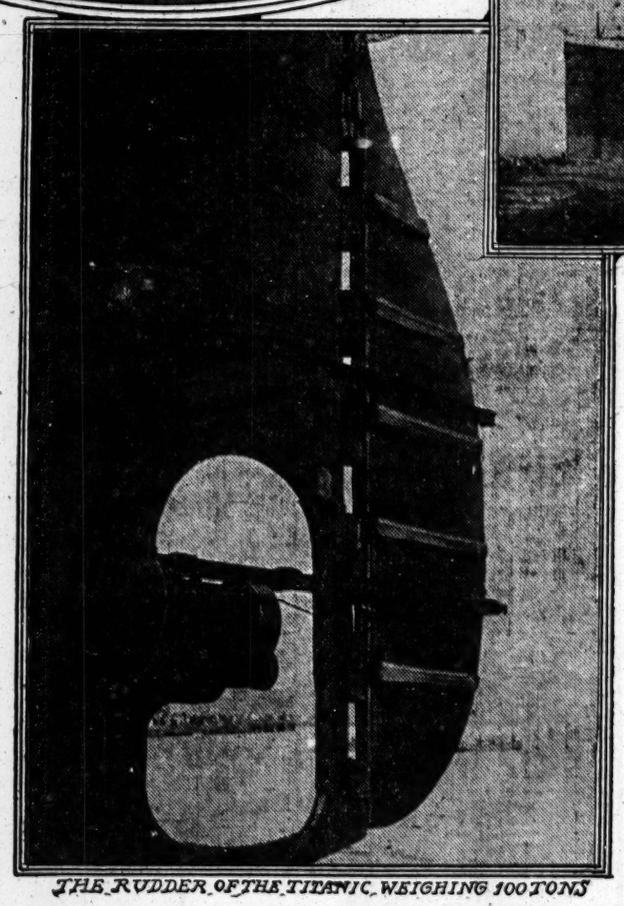
THE ARIZONA WRECKED IN COLLISION WITH ICEBERG, NOVEMBER 1879



CROSS SECTION OF TITANIC.



THE S.S. TITANIC AT BELFAST DOCK. Rob Brown, Bros.



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Sanitary, Odorless and Efficient.

The "Eddy" Our Standard for a Quarter Century

The "Premier" Glass lined Vitrified steel lined.

Water Filters and Coolers

Ice Cream Freezers, etc.

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ADVERTISEMENT.

IN ACCORDANCE WITH THE CONDITIONS of the bequest notice is given that the Leavenworth Scholarship at Yale College, open for competition to all young men of the name Leavenworth, will be vacant at the close of the present academic year. Applications may be made to W. H. Sallimon, Bureau of Appointments, Yale University, New Haven, Conn.

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It's ALL Scotch and ALL 10 years old.

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THE ARIZONA'S COLLISION.

Struck an Iceberg in 1878, but Backed Safely to Port.

The steamship Arizona, which struck an iceberg near the scene of the Titanic disaster in 1879, left New York on Nov. 7 of that year, and had fine weather for 1,100 miles. In the evening of the 11th, at 9 o'clock, while the passengers, including the owner of the line, Stephen Guion, among them women passengers, were in the smoking room, auctioning the the run of the ship for the coming day, without warning a crash came, and all the passengers on one side of the ship were thrown to the other side.

Before they recovered, a second concussion took place; and in those days, when kerosene lamps were burned, all the lights went out. The iron bound tables and chairs which were in the smoking room were snapped off, and every one thrown about, several persons being piled on R. J. Horner, who gives this account of the accident:

"Recovering as quickly as we could and rushing out to the deck, everything being dark at first after being in the light, and recovering our eyesight, we looked up and found a tremendous iceberg just off the bow of the ship with tons of ice lying all over the ship.

"The Arizona was known as the greyhound of the Atlantic in those early days, going seventeen knots an hour. Without warning, she plunged into this iceberg, bow on, smashing all to the back of the turtle deck, some thirty feet from the bow. The life-boats were immediately prepared, it not being known for a few minutes, while we stood, whether we were going down or not. Meantime the boats were lowered by the officers, and the engineer reported that the ship was not taking water and the first bulkhead was holding; and the debris that it became embedded in, in the bow, had prevented the water to a great extent from coming in.

"Finding that we were safe for the time and after bringing up a number of sailors who were in the forecastle more or less hurt, a number of them bleeding profusely, we lay to until midnight, when we found that nothing serious would happen. We were then 220 miles from St. Johns, Newfoundland. After a conference it was decided to go to this port, the officers not wishing to strain the bow. Without using the bow, they backed in for a number of miles during the night; finding, next day the weather fine and the sea smooth, they reversed the vessel, and by easy progress reached St. Johns on the following Sunday morning, where the Arizona was finally prepared to be taken to Liverpool; and it took a staff of men one full month to dig out the debris, it was so tightly embedded. The concussion was so great that the anchors that lay on the forecastle deck were snapped apart as if they were made of paper. Innumerable bits of wrought iron were found on the deck broken in small pieces.

"After awhile, the passengers, finding that they were safe and having a minister on board, adjourned to the saloon where a service of praise was held, and each and every passenger sang with the greatest fervor 'Praise God from whom all blessings flow.'

"It was clearly demonstrated at that time, the early days of ship building, that the Arizona was a well-built ship, for with the force she rammed the berg, which was supposed to have become grounded, it being an unusual time of the year for a berg to be loose in the water, it was supposed the officers were not giving the close attention to the ice they would have in the regular iceberg season."

REPUBLIC CAPTAIN'S THEORY.

Sealby Believes the Titanic Received a Glancing Blow.

Special to The New York Times.

ANN ARBOR, Mich., April 16.—Capt. Inman Sealby, who was in charge of the liner Republic when she sank, and is now a senior law student at the University of Michigan, said to-day that he was not surprised that a collision with an iceberg had caused the Titanic to sink. Capt. Sealby has had twenty-five years' experience on the Atlantic. He called attention to the fact that the Titanic struck on the eve of the day that transatlantic liners change from the north to the south track because of danger from ice.

He believes that the Titanic did not strike the berg head on, as that would only have damaged her bow, and could not possibly have caused her to sink, he thinks. He said that a glancing blow was probably struck, the iceberg scraping down one side and tearing holes through a large number of bulkheads.

Capt. Sealby said that the iceberg must have had a large submerged bulk upon which the Titanic ran, and that Capt. Smith had no idea of its existence.

"Capt. Smith was always one of the safest and most careful seamen in the world," he said. "I am confident that he foresaw all the danger that it was possible to foresee. Things happen at sea that give no warning until the harm has come. I believe from what I have read that the Titanic struck an iceberg and glanced off, but that a portion of it under water, which could not be guarded against, struck her from the bottom and stove a great hole in her.

"The ice of the north has been very heavy and has come down earlier than usual. Ten days from now no shipmaster would think of taking the northern track, but until this terrible accident no one would have feared meeting bergs. It is the earliest that ice ever has been known to come down."

Pastors Pray for Sufferers.

At the annual meeting of the Classis of New York of the Reformed Church in America yesterday, at the St. Nicholas Collegiate Church, Fifth Avenue and Forty-eighth Street, the regular business was suspended for several minutes for prayer and memorial addresses in sympathy with the sufferers in the Titanic disaster. All the afternoon messengers were sent out at frequent intervals for the latest news, which was announced. The Rev. Alfred E. Meyers of Brooklyn, President of the classis, presided.

Cathedral Service for Liner's Dead.

Dean Grosvenor of the Cathedral of St. John the Divine announced last night that a special memorial service for the victims of the Titanic disaster would be held next Sunday morning at 11 o'clock. Bishop Greer will deliver a sermon, and a special musical programme will be arranged. All those who had relatives or friends among the lost are invited to attend.

Andrew Alexander

Men's New Low Shoes

Tan or Black Calf, very flat for part, broad shank and broad heel. $5

At Sixth Avenue Store Only.

Sixth Avenue at Nineteenth Street

Fifth Avenue above Forty-fifth St.

B. Altman & Co.

WOMEN'S, MISSES' AND CHILDREN'S

RIDING HABITS

OF KERSEY AND COVERT CLOTH, WHIPCORD, CHEVIOT, CRAVENETTE, LINEN AND CRASH WILL BE MADE TO ORDER IN THE LATEST FASHIONABLE STYLES FOR BOTH CROSS AND SIDE-SADDLE.

READY TO WEAR RIDING HABITS, CUT IN THE MOST APPROVED LINES, ARE ALSO SHOWN IN A NUMBER OF MATERIALS AT MODERATE PRICES.

EQUESTRIAN BOOTS, HATS, GLOVES, CRAVATS, ETC.

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MISSES' AND CHILDREN'S OUTFITS AT MODERATE PRICES

MISSES' TAILOR-MADE SUITS AND SEPARATE COATS OF SERGE, CHEVIOT AND TAFFETA SILK. CHILDREN'S COATS OF SERGE AND CHEVIOT.

A SPECIAL LINE OF GRADUATION AND BRIDESMAIDS' DRESSES; ALSO SCHOOL AND PARTY FROCKS OF VARIOUS MATERIALS. WAISTS OF LINGERIE AND OTHER FABRICS; SEPARATE SKIRTS, MUSLIN UNDERWEAR, HOUSE GOWNS; NEGLIGEES AND BATH ROBES.

SWEATERS, RAINCOATS, MACKINAWS AND BLAZERS. SHOES, HOSIERY, GLOVES, UNDERWEAR AND HANDKERCHIEFS.

RIDING HABITS, HATS, BOOTS, ETC.

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SPECIAL NOTICE.

SALE OF THE LITERARY CORRESPONDENCE

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ALSO

Original Autograph Manuscript of Edmund Clarence Stedman's Prize Poem, and a fine series of his Letters, and the Original Manuscript of Richard Henry Stoddard's Last Poem, together with an interesting series of

UNDER THE MANAGEMENT OF STAN V. HENKELS, IN OUR GALLERY, SECOND FLOOR, 1519-21 CHESTNUT STREET.

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AT 2:30 AND 8:15 O'CLOCK.

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Catalogues can be had by addressing STAN V. HENKELS, as above.

Opens May 4th

EVERY lover of the out-of-doors should visit Briarcliff Lodge in the Spring if only to run up for the week-end. The wonderful new greenness of the verdure and the sweet, invigorating air, lend a fascination to this beautiful country unlike any other season of the year. Situated among the Westchester Hills, overlooking the Hudson, the Lodge offers unusual scenic advantages, together with the best of the country and the comforts of the finest city hotel. The cuisine, appointments and service are unsurpassed. The rich Briarcliff milk, cream and butter from Briarcliff Farms supply the table. There are miles of walks and good roads in every direction for riding, driving and motoring. Golf links and tennis courts are in perfect condition.

Briarcliff Lodge

Briarcliff Manor New York

Open May to December

Bookings are now being made at the New York Office of Briarcliff Lodge, 12 East 38th Street, telephone 7071 Bryant, or a representative will call if you desire. On Saturdays, prior to the day of opening, May 4th, a representative will meet principal trains at Scarborough, so that any one wishing to see the rooms may have escort to the Lodge, where every attention will be given to make the visit one of satisfaction and pleasure.

Full Particulars, Terms and Road Maps Mailed on Request

BRIARCLIFF LODGE, Briarcliff Manor, New York

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REACHED BY TRAIN over the main line New York Central to Scarborough Station, also from terminus of 6th and 9th Avenue "L" at 155th Street to Briarcliff Manor Station, where Lodge Automobiles meet principal trains.

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Actual Makers
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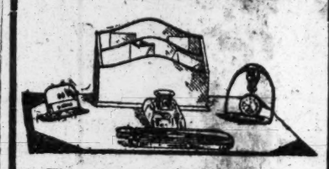
Goods Purchased in London Charged to Home Account at English Prices.

CROSS Guarantees the Truth of this Advertisement to The Times, who in Turn Guarantees it to its Readers.

He who does not believe in the quality of CROSS Wares—he is the sceptic who puts mucilage on the back of a postage stamp.

Cross Desk Sets



These Sets May Be Made Up to Suit Individual Tastes, as All Articles May Be Purchased Separately.

DESK PADS—Red, Green or Blue Morocco, 22 Inches Long x 17 Inches Wide..... $5.50

STATIONERY RACKS—In Same Colors as Above, with 3 Stationery Compartments..... $4.75

INKWELLS—Crystal, with Nickel Spring Cover, also Pen Rest..... $1.50

PERPETUAL CALENDARS—Nickel..... $2.50

PEN TRAYS—Crystal..... $2.75

STIRRUP CLOCKS—Nickel Clock Suspended from Stirrup by Leather Straps of Red, Blue or Green Morocco..... $2.50

LETTER SCALES—Nickel..... $2.50

LIBRARY BASKETS—English Willow with Red or Green Morocco Lining—Supplied with Library Shears and Paper Cutter..... $4.75

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Cross Smokers' Articles

ENGLISH WILLOW TRAY—Shown in Cut, Cretonne Covered Bottom, over Which There is a Removable Glass Protection, 14½ Inches Long by 9 Wide—Tray Alone..... $3.75

CIGARETTE BOX Shown on Tray—Nickel with Cedarwood Lining, Stands Solidly on 4 Ball Feet—Will Hold 50 Cigarettes..... $3.75

ASH POT Shown on Tray—Crystal and Nickel; When the Upper Receptacle is Filled with Ashes Handle May Be Pressed, Which Deposits Ashes in Pot Below—Cigar Rest at Side..... $3.00

MATCH BOX HOLDER Shown on Tray—Nickel or Sanded Brass..... 75c

NESTED ASH TRAYS—Nickel Standard Holding 3 Removable Crystal Trays with Burnished Silver Rims. These Trays Fit One Within Another in Standard—Complete..... $4.75

HUMIDORS—Solid Mahogany with Aluminum Lining—Will Hold Box of 25 Cigars..... $5.00

ASH TRAYS—Cut Crystal with Silver Burnished Rims.. 75c

ASH CLIPS—Nickel—Made to Fasten on Chair or Table.. 75c

TOBACCO JARS—Cut Crystal with Prince's Silver Plated Rim and Air Tight Solid Crystal Cover..... $7.50

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Prompt Attention to Mail Orders.
Repairs a Specialty

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SECOND FLOOR — STATIONERY, TRUNKS, MOTORITIES, GLASS AND METAL NOVELTIES, SADDLERY.

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World's Greatest Leather Stores
Uptown { 210 Fifth Avenue / Near 26th Street
Downtown—253 Broadway
Opposite City Hall
Boston—145 Tremont Street
AGENCIES THROUGHOUT THE WORLD

LINER IN WITH LEAKS FROM BLOWS OF ICE

The Niagara's Bow Plates Dented by Floes Where the Titanic Went Down.

ASKED AID BY WIRELESS

Carmania Answered, but Was Told Repairs Had Been Made — Other Liners Plow Through Icefields.

Stories of perils encountered in the ice fields in that part of the Atlantic where the Titanic went to the bottom were told yesterday when the fog lifted in the early morning and the fleet of transatlantic liners which had been at anchor off the Hook came into port. The first to enter Quarantine was the French steamship Niagara, from Havre, leaking and with her bow plates dented.

Caught in an ice field, she sent out a wireless call for help. It was answered by the Carmania, inward bound, but before the other vessel, which was having her own troubles in dodging bergs, could get to her she signaled that she had made temporary repairs and was proceeding.

Capt. Juhan said that his position at the time of the collision was approximately that of the Titanic at the time of her disaster. Signs of approaching ice had warned the skipper to be cautious, and he was running under reduced speed. This was last Wednesday night, when most of the passengers were at dinner. The grinding of the ice could be heard by those on deck, and the Niagara brushed against several small floes. It was a time of tension for all the officers, for the weather was thick and now and then bergs of formidable sized loomed up in the gray ahead and went drifting dangerously near.

Then the vessel brought up with a crash, and the shock was such that china and glassware were thrown about the dining saloon and there was instant excitement between decks. For a time Capt. Juhan and his officers had to give their immediate attention to stilling the excitement.

Herve Magny, the wireless operator on the Niagara, said that the shock of the collision came when he was at his key. He ran on deck, and, looking over the side, saw the heavy ice close in. The vessel listed with the pressure against her side, and the grinding of the ice was ominous.

The Captain at once made an inspection of his vessel. He found that some of her plates had buckled below the water line and that the vessel was leaking. While he ordered the men to start repairs at once he felt the situation was so serious that Magny was instructed to flash out "S. O. S.," the international signal of distress.

The skipper upon his arrival was inclined to make light of his encounted with the ice.

Little Girl a Heroine.

Mrs. Yvonne Kistecky, wife of a milliner at 35 Jefferson Street, New York, and her two sons, Albert and Marcel, 4 and 3 years old, was a passenger on the Niagara, returning from a vacation in France. She said that the shock was great enough to throw her to the deck, and that her first thought was for her children. Gathering them both up she ran to the deck, but was soon convinced that they were not in danger.

Anna Miller of Newark, N. J., 11 years of age, became the heroine of the ship. Having crossed the Atlantic six times, she is a "good sailor" and was little alarmed when the Niagara crashed against the ice, taking it as a matter of course. She talked with the more excited women and succeeded in calming them even before the officers of the ship had gone among them with reassuring messages.

The Niagara sighted ice at 10 A. M., April 10, and she had to change her course to get through the closely packed drift. It was foggy all the time, and it was not until late on Thursday that she cleared the ice and put on speed.

The log book of the Red Star liner Lapland, which arrived yesterday from Antwerp, testifies to what Capt. H. D. Doxrud, her commander, calls the worst ice conditions on the North Atlantic that he has ever experienced at this time of the year. The Lapland was scraped several times by pasing field ice, and her passengers had many a thrill. The combination of fog and ice worried every one on board. The log shows that on Friday, in longitude 49:50 west, latitude 42, the vessel ran through ice, large and small, and that for several hours navigation was very difficult because of the close packing of the ice.

Capt. Doxrud, who is one of the oldest skippers in the Atlantic service, slowed down the Lapland until she was barely creeping through the encircling ice. The officers from the bridge, fifty feet above the sea, could see little clear water. It was a constant moving ring of white, with the grinding of the ice sounding like thunder on the vessel's bow and sides. The landlubber shows none of the sailor's contempt for field ice, for sometimes the floes are about the size of an ordinary New York brownstone house.

There were times when the fog settled down so close about the vessel that those on her deck could not see a ship's length ahead and what they saw of the dull gray drift was not comforting. The temperature was very low, and upon the near approach of the ice a wind blew from it which was as cold and cutting as a Winter's gale. It was only after hours of slow steaming that clear water showed ahead and the Lapland let out a few knots.

Close to the Lapland, and creeping through the fog, was the Hamburg-American liner President Lincoln, which got to her Hoboken pier in the morning after being fog-bound outside the Hook. On Friday she entered a large field of ice, dotted in all directions by towering bergs.

"Imagine a ship crawling over the ice by some mysterious power of locomotion," said Capt. Magin, "and one would have some visual idea of our experience. We were to all appearance in the midst of a Polar landscape, so close was the ice packed in. From every side there was the same view, a white expanse with the bergs showing in the distance like snow-covered buildings—churches of many spires—a white landscape rather than the Atlantic ocean."

For nearly two days speed was reduced and there were times when the vessel had to leave her course in order to follow some channel through the drifting mass. Fortunately the weather was clear.

Several times the President Lincoln had to be reversed to avoid coming too close to dangerous looking ice. The centre of the field, Capt. Magin said, was in latitude 41:55 north and longitude 50:14 west.

Capt. Polack of the North German Lloyd liner George Washington, in port yesterday from Bremen, said that ice conditions off the banks were unusually bad. The vessel entered the ice fields last Friday afternoon, sighting two towering bergs and two others somewhat smaller. The log records the acres of drift in latitude 42:13, longitude 49:49. The liner ran at reduced speed, and did not get very near any of the bergs.

The steamer St. Laurent, from Bordeaux, reported the same ice field, but steamed further south, and cleared it with less trouble.

The Holland-American liner Rotterdam, from Rotterdam, reports "no ice." Capt. Stenger said that on April 10 "a black fog shut in everything. I smelled ice and started south to keep clear."

Capt. Wood of the steamship Etonian, which arrived last night from Antwerp, reported that on April 12, in latitude 42 north, longitude 50 west, the ship passed about twenty icebergs and a field of ice 108 miles in length. That night the Etonian saw the schooner Dorothy Baird of St. Johns drifting in the pack with all sails lowered, apparently waiting until daylight before taking any chances with the icebergs.

Like experiences were the lot of the California, Capt. Blaikie, which came in from Glasgow yesterday, the ship traveling through much ice in the same general position, but not touching any of the bergs.

A suggestion of the reason for the Titanic's collision in comparatively clear weather is contained in a report of the French liner Touraine, which reached Havre Monday night from New York. She went eastward over the Titanic's course. Her commander reports that she encountered a huge field of ice with the tops of the bergs only showing slightly above the water. The Touraine slowed down and emerged from the field of ice after an hour. Next morning she passed other icebergs. The Touraine was in wireless communication with the Titanic on the afternoon of April 12.

TRIBUTE TO TITANIC DEAD.

Men Who Sacrificed Life for Women Lauded as True Americans.

To the Editor of The New York Times:

Does not the heart of every true American woman go out in tender loyalty to those brave men of the Titanic who yielded their valuable lives that the weak and helpless might live? Most of us know well that our own fathers and brothers and husbands would have been just so brave and unselfish.

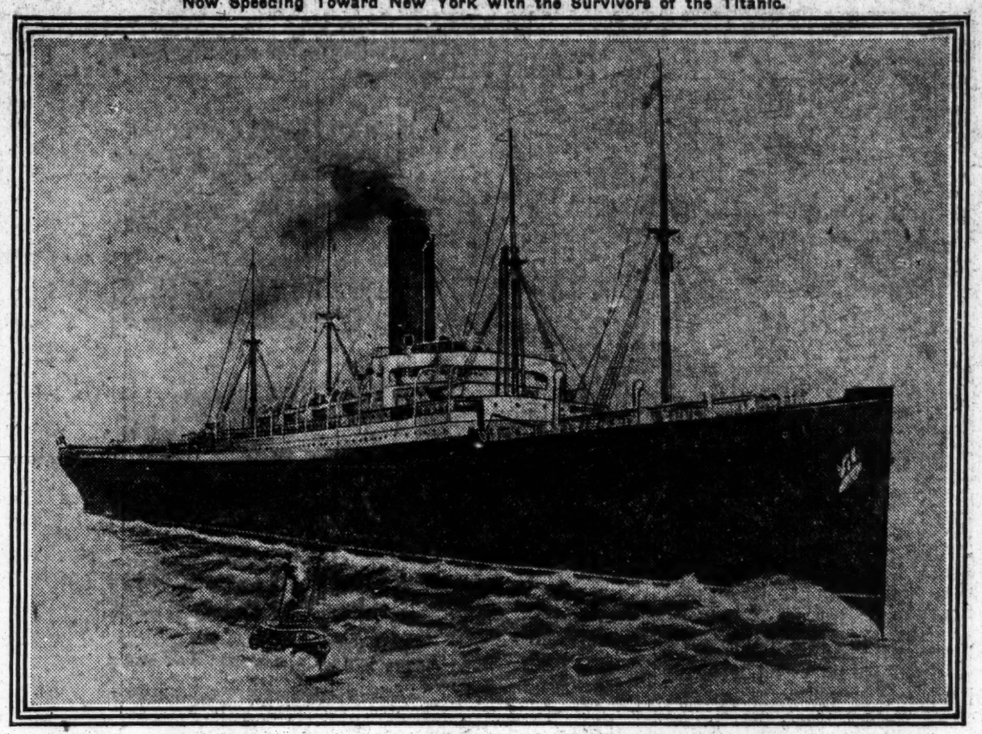
We know that no country in the world produces men more truly kind and tender of the women committed to their care, none more surely to be relied on in time of stress and danger. From the early days when famine and distress threatened the existence of the struggling colonies all along through the years of growth and of prosperity, true-hearted American men have stood for the protection of their women.

The base and ignoble have been in the minority; the strong and tender have fixed the standard of which all of us American women are proud. Hearts breaking with grief, yet firmly enduring, must have gone down to that lonely dark grave of the sea on Sunday night. What agony must have been theirs, not even knowing the fate of those committed to the sea of ice in frail boats, or whether their own sacrifice had been of avail! Deeper even than their sorrow was that of the wives and mothers who had accepted the sacrifice, and forever in their lives and in those of their descendants the memory of this noble deed must remain to uplift and purify. SOROR.

New York, April 16, 1912.

The Cunard Liner Carpathia

Now Speeding Toward New York with the Survivors of the Titanic.



SCOUT CRUISERS RUSH TO SCENE OF WRECK

Taft Orders Chester and Salem to Intercept Carpathia and Wire All Details.

WILL REACH VESSEL TO-DAY

Cruisers' Wireless Capable of Covering 1,500 Miles — Coast Stations Will Catch Report and Forward It.

Special to The New York Times.

WASHINGTON, April 16.—By President Taft's direction orders were sent to the scout cruisers Chester and Salem to-day to go to the scene of the sinking of the Titanic with all speed. This action was the result of a long and anxious day for the President, who kept looking for news of the great steamship and for some definite word as to the fate of Major Butt, his military aid.

The Chester was at sea cruising to test her new steering gear, recently installed, and expected to be out for a week. She was known to be 24 hours out from Boston, and to-night she was reached off Nantucket Shoals and her O. K. received to the orders sent by the wireless station at Newport at 4 P. M.

The Salem was at Hampton Roads on the southern drill grounds, and she, too, at 4 o'clock received orders to steam for the scene of the wreck. Answer was had from her at once, and she was on her way within a few minutes. Both cruisers were told just what to do and that they were to visit the scene of the wreck, intercepting the Carpathia on the way and sending by wireless every particle of information they could as to survivors and the circumstances of the disaster.

These two cruisers have the strongest wireless systems in the navy, capable of reaching at least 1,500 miles. The commanding officer of the Salem is Lloyd H. Chandler. The commanding officer of the Chester is Benton C. Decker.

"I think the Chester will run down out of that fog," said Admiral Vreeland, "and she will probably be near Nantucket to-night. Both cruisers can make 20 knots an hour, and it will not be many hours before they will get into the vicinity of the disaster and begin to send us accurate information about what has happened."

"We have ordered both the Chester and the Salem," said Secretary Meyer, "to make all speed and reach the theatre of the catastrophe and send us the news. They will be caught by all the navy wireless stations along the coast, and the stations have orders to communicate at once with the department here as quickly as possible. The news will be given out just as soon as we get it and it will go to all comers."

A wireless dispatch from the commanding officer of the Salem received at the Washington Navy Yard at 10 o'clock to-night stated that at that hour the Salem was east of Winter Quarter Shoals, outside the entrance to Chesapeake Bay, steering her course, at 15 knots an hour, for a point 150 miles east of Nantucket Shoals Lightship. The dispatch read:

10 P. M.—Salem east of Winter Quarter Shoals; on course from Cape Charles Lightship to 150 miles east of Nantucket Shoals Lightship; speed, 15 knots an hour.

Wireless advices received here to-night indicated that the scout Chester is east of Nantucket Shoals. Both vessels expect to pick up the Carpathia by wireless to-morrow.

President Taft has tentatively decided to dispatch two revenue cutters from New York to Sandy Hook to meet the Carpathia and act as an escort into the harbor.

The question will be definitely determined at a conference to-morrow between the President and Secretary MacVeagh of the Treasury Department. If convoys are sent out they will be the cutters Seneca and Mohawk, now at New York.

In order that a waiting world might receive the earliest possible information regarding the tragedy Secretary MacVeagh indicated his willingness to consider the question of sending the revenue cutter Gresham, with newspaper correspondents aboard, from Boston to meet the Carpathia, provided the Cunard Line was willing to allow them aboard. This question was held in abeyance, however, by advices from Deputy Collector of Customs Stewart at New York, stating that the steamship line would not grant the privilege.

Special to The New York Times.

NEWPORT, R. I., April 16.—The United States cruiser Chester was intercepted to-night by wireless off Nantucket Shoals and directed to proceed, by order of the Navy Department, with all possible speed toward the Cunarder Carpathia and to exchange press matter for wireless delivery.

Commander Benton C. Decker is rushing the Chester at full speed toward the Carpathia, which was about 500 miles away from the Chester at 6 to-night. The Chester is makinng about twenty miles an hour.

The battleship North Dakota and the scout cruiser Salem were in communication by wireless with Newport early this evening.

In response to request the warships were informed that the Carpathia was about 1,000 miles from New York on Monday at noon and would pass about ten miles south of Nantucket Shoals Lightship in passing toward New York probably on Thursday.

Later the Chester was in touch by wireless with the Nantucket South Shoals Lightship. The Chester was at that time estimated to be about 500 miles from the Carpathia.

3,423 BAGS OF MAIL LOST.

200 Sacks of Registered Mail and 500,000 Letters on Titanic.

The Titanic carried 3,423 sacks of mail, according to advices received at the General Post Office here, but no further particulars about the mail will be known till further information has been received from England. Speaking of the matter yesterday, Postmaster Edward M. Morgan said:

"I cannot tell anything about the character of the mail. Generally there are about four sacks of 'prints'—that is, anything that is not first class mail—to one of letters. A bag contains as a rule about 8,000 letters. There were probably about 200 bags of registered mail."

The destination of the registered mail is, of course, known in London, but no information about it will be obtainable here for some little time. Taking Postmaster Morgan's estimate as correct, there were over 500,000 letters lost in the disaster, not to mention packages, newspapers, &c.

The mail on the Titanic was in charge of five clerks of the Sea Post Office, three of whom were Americans and two English. The names of the latter are not known, but the three Americans were J. S. March of Newark, N. J., who had been in the service twenty-two years; O. S. Woodie of Washington, D. C., who had been in the service twenty years, and W. L. Gwyn of Brooklyn, who had been a Post Office clerk for seventeen years.

Edwin Sands, Assistant Superintendent of Foreign Mail, had not given up hope entirely yesterday of their being saved. Sea Post clerks, while in the ordinary way considered as part of the crew, in times of emergency are held in the same category as passengers. It is just possible, therefore, that one or more of them may be among those rescued whose names have not yet been received.

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Astor Place & Fourth Avenue
SUBWAY AT THE DOOR—ONE BLOCK FROM BROADWAY

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Losses which would bankrupt many accident companies will be paid by the Travelers without effort or delay.

Our Accident policies are unequalled for liberality and security.

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THE TRAVELERS INSURANCE COMPANY
Hartford, Conn.

Assets $79,900,000.00 Liabilities, $67,900,000.00
Surplus $12,000,000.00

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JAMES G. BATTERSON, Resident Director

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OUTER APPAREL · MILLINERY · FURS
FOR WOMEN, MISSES and JUNIORS

A Special Sale, beginning this day—

Women's Tailor-Made Suits

Exact duplicates of foreign models—
Heretofore $65 and $75—at $50

An exact copy of a Bernard model—
Heretofore $50—at $38

—ALSO—

Small Women's and Misses' Suits

New fancy-trimmed and Norfolk models—
Heretofore $45 and $55—at $35

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Tailored Suits—Dresses—Millinery made up or to special order.

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Spring Suits

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Offered in Soft Finished Velour, Homespuns, Fine Black Thibet, Worsteds, Serges and Cassimeres. College colors, blues, browns, tans and a variety of mixtures. America's Greatest Suit for Men and Young Men, at

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$28 & $30 Value Suits

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A Hackett, Carhart Special Suit at this price, custom appearing and with all the "earmarks" of $40 garment. Finest of tailoring, finest of fabrics, finest and most exclusive of patterns and perfect fit. This is a "typical" Hackett, Carhart value for the "critical" man of to-day. Now

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Oldest Piano Makers in New York

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AT ABSOLUTE AUCTION ON THE PREMISES
No. 12 East 52d St.
The Contents of
the residence of the late L. C. Weir
(Formerly Pres. of the Adams Express Co.)
By order of Mrs. L. C. Weir
in consequence of the house having been sold

Fine Furniture of French, English, Spanish and Italian periods, in chiseled Bronze and Marqueterie inlays, Tapestry Suites, Objects d'Art, Rich Hangings, Rugs and valuable Paintings; also Fine Porcelains, China, Glassware, etc., furnished by Wm. Baumgarten & Co., also fine pieces from the Hilton, Matthiessen and Stanford White Sales.

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THE PAINTINGS will be sold in the Dining Room
Tomorrow Evening at 8:30
Examples by Diaz, Vibert, Seignac and other prominent artists.

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are the illuminated capitals that emblazon our escutcheon; they stand for:—COURTESY, THOROUGHNESS, GENTLENESS, EFFICIENCY and MODERATE PRICE in all our dental work—and we live up, letter perfect, to every syllable.

COURTESY is predominant, whether you come to see us merely for advice—which is cheerfully given FREE—or for dental treatment.

THOROUGHNESS characterizes our methods in all their varied ramifications.

GENTLENESS governs every touch of finger or instrument; so "Ouch" is an obsolete word in our dental office.

EFFICIENCY reigns supreme in examinations, advice, and in the execution of trifling or of the most important work.

MODERATE PRICE is the fulcrum on which our levers of COURTESY, THOROUGHNESS, GENTLENESS, and EFFICIENCY have elevated our dental work to distinction.

If further argument is needed to add your name to our long roll of pleased patients, we have it at our fingers' ends. Come, see us.

Nothing to pay for any work we may do for you until that work is done, and WE are satisfied that YOU are satisfied—and even then we give you a written guarantee covering all.

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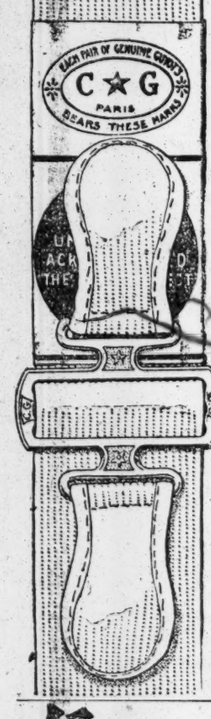

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Uncolored—Unadulterated—Absolutely Pure

A delicate blend of those particular teas which possess superior aroma, richness and flavor—the result of half a century's experience in fine teas—THIS IS THE TEA for all occasions—it fits with fine china and spotless linen.

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Natural Alkaline Water

Used at meals prevents Dyspepsia and relieves Gout and Indigestion

Ask your Physician

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CELESTINS

LUXURY BLAMED FOR WRECK BY ENGINEER

Naval Authority Declares Safety Is Sacrificed to Comfort in Modern Ships.

ARE NOT ENOUGH LIFEBOATS

E. K. Roden, Writing in The Navy, Further Says There Are No Absolutely "Unsinkable Ships."

Serious fault with the designing of modern steamships of the Titanic's size is found by E. K. Roden, a naval engineer, on the grounds that the demands of safety are subordinated almost invariably to the demands for luxurious appointments.

Mr. Roden, writing in The Navy, voiced his protests against the lack of safety devices aboard the giant liners, when the Cunarders were the largest types with which Americans had come into contact.

"She was real, huge, and majestic," he wrote, in referring to one of these great steamships. "People gazed at her in wonder, and inspected with curiosity her many remarkable features; her great size; her remarkable engines, but most of all they admired her luxurious appointments, sumptious decorations, and the magnificence of her passenger accommodations. The verdict was that the owning company had said the last word in perfection of equipment for ocean travel.

"Yet the unexpected happened, and it was announced that the Titanic and the Olympic would be placed in commission on the trans-Atlantic route, these two enormous liners being built in the matter of size and the splendor of their equipment to outshine the then acknowledged Queens of the blue.

"Reading the description of the appointments of these two great ships is fascinating to the average man, who takes it for granted that side by side with the luxurious comforts are combined the elements that make up the factor of safety.

"As a general rule the traveling public pays slight attention to the measures taken for its safety. It prefers to assume that the steamship company has done everything to insure the safety of passengers in case of shipwreck, and that all regulations stipulated by law to safeguard life had been complied with.

"It assumes that all appliances for the preservation of life—such as boats, rafts, life belts, and all other provisions for safety are in keeping with the provisions for luxury and comfort—the best that money, experience and inventive genius can supply.

"This being the case, the question arises as to whether the steamship company deserves the confidence and trust thus reposed in it by the public.

"We fear that in many respects much remains to be done by the shipowner before the millennium in sea travel is attained—before the safety is provided which the general on the field of battle achieves when he draws up a reserve corps to fill the ranks of his men as they fall in battle.

"In order to insure the safety of passengers and crew in case a ship is afire or on the point of sinking, common sense will tell us that boats enough are needed to accommodate every person on board.

"In this respect the ship would be rendered absolutely independent, so that when she must, she may with safety rely on her own resources. Something might prevent the wireless operator from sending out his call for help; no vessel may be near enough to render aid if it called, and in either of these two cases the boats should be on hand.

"But how in these days of water-tight compartments can a ship of modern construction sink?

"Such a calamity would seem improbable but it is far from being so. Notwithstanding the many water-tight compartments, with their equipment of long-arm and other systems for closing the water-tight doors, experience teaches us that up to date no one can guarantee to build an unsinkable ship, even when such superior construction and design as is adopted in modern war vessels is considered.

"This is corroborated by the fact that no one would deem it advisable to send a ship out to sea without life boats, life rafts, and life preservers, even though the various governments might sanction such a course. Unsinkable ships, like fireproof buildings, are still dreams which we hope some day to realize.

"That splendid trans-Pacific liner Dakota was equipped with no less than twelve bulkheads; yet she went down off the coast of Japan and proved a total loss. The steampship Columbia, which, after a collision with the steam schooner San Pedro, off Shelter Cove on the Mendocino coast, on July 21, 1907, sank within eleven minutes after being struck, was equipped with four water-tight bulkheads, or one more bulkhead than the law required in a ship of the Columbia's size.

"Perhaps the most striking example of the fallibility of bulkheads as they are constructed to-day is the loss of the White Star liner Republic, after her collision with the Florida off Nantucket Shoals, on Jan. 23, 1909. The Republic was a ship of modern construction, and her bulkheads and devices for closing the water-tight doors were of the standard types and in perfect working order; yet, very soon after the collision, a supposedly intact bulkhead, separating the after engine room from the stern portion of the ship, gave way, causing the ship to settle gradually by the stern until she finally went down.

"By a combination of favorable circumstances—comparatively smooth water and the timely arrival of succoring ships—no lives were lost. But, under adverse conditions, such as a rough sea that would have hastened the breakdown of bulkheads, the story of the foundering of the Republic might have been very different indeed.

"Bulkheads greatly increase the safety of a ship, but do not always prevent sinking. Life boats of sufficient capacity should therefore, as already stated, form the main auxiliary on which dependence can be placed in cases of emergency. The maritime laws of all nations prescribe this, and yet it is doubtful, in nine cases out of ten, if this provision is carried out by the owners of passenger ships. After careful consideration, the writer feels safe in saying that out of the great number of passengers carried by ships every year, not over two-thirds could be accommodated in the lifeboats and rafts. That such is the case was amply demonstrated at the time of the collision between the Republic and the Florida.

"The General Manager of the company operating the Republic, in reply to criticisms of the inadequate service, gave out a statement in which he said that 'it is a well known fact that it is impossible for a steamship in passenger service to carry enough life boats to accommodate all hands at once. If this were done so much room would be utilized for life boats that there would be no room left on deck for passengers. The necessary number of life boats would be carried at the cost of many present comforts of our patrons.'

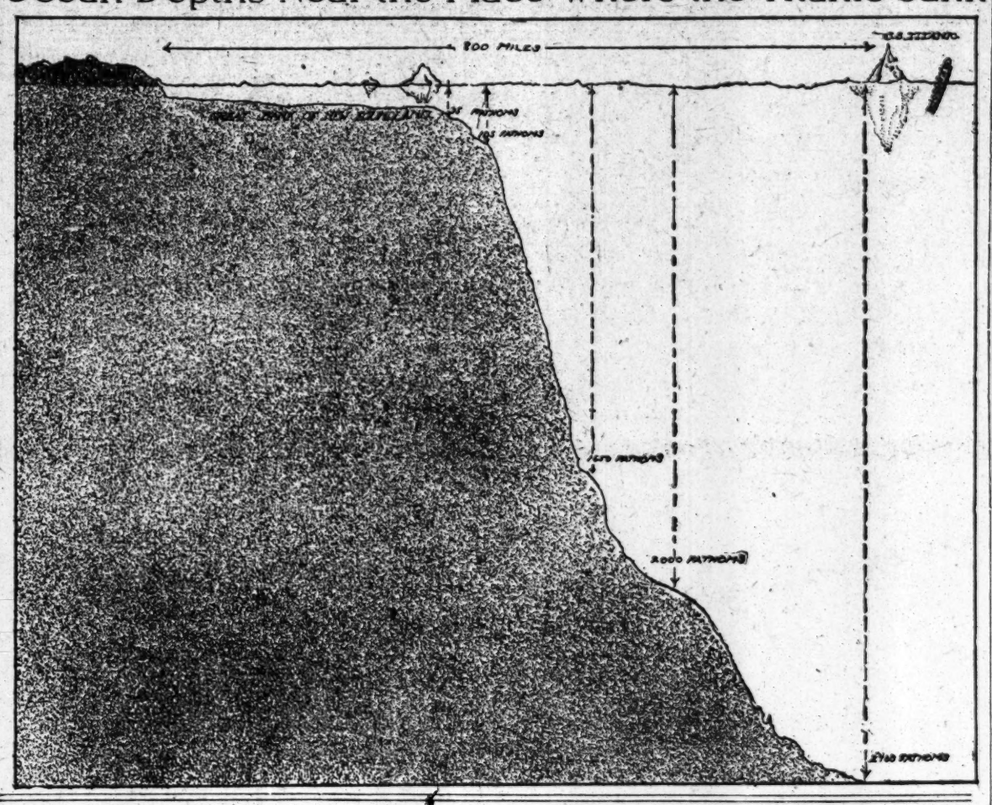
"The reply represents a condition general in all passenger carrying steamships to-day. Take the vessel known to-day as 'the queen of the seas.' Her boats have room for 992 persons, whereas her passenger list carries a total of 2,160 persons, besides her crew of 812. This leaves a balance of some 1,980 persons who would have, in case of a wreck, to depend upon their ability as long distance swimmers.

"The figures given below show the casualties at sea covering the period of the last twenty-one years:

Year.	Lives Lost.	Year.	Lives Lost.
1888	553	1899	742
1889	865	1900	252
1890	556	1901	437
1891	448	1902	531
1892	646	1903	351
1893	401	1904	1,454
1894	803	1905	267
1895	704	1906	499
1896	309	1907	874
1897	299	1908	1,153
1898	743		

"If the men controlling passenger ships, from ocean liners down to excursion barges, were equally disposed to equip their vessels with the best safety appliances as they are to devise and adopt implements of luxury and comfort, the advantage to themselves as well as to their patrons would be plainly apparent."

Ocean Depths Near the Place Where the Titanic Sank



SEA TRAVEL NOT HURT BY TITANIC DISASTER

Those Who Planned to Go Abroad on Sunken Liner Are Booking on Other Ships.

FEW CANCELLATIONS SO FAR

Summer Rush Is Just Beginning and It Is Expected to Increase as Season Advances.

The spreading wide of the news of the disaster that befell the White Star liner Titanic has not yet had the effect of curtailing sea travel, according to the steamship companies, and they predicted that it would have no material effect on the Summer rush, which already has set in, but which is not at its heaviest until May and June. It was agreed all around, however, that it is too early to tell.

Certain of the larger companies—the Cunard, the North German Lloyd, and the Hamburg-American—are just now experiencing a contrary effect, an addition to their normal business, for each of them has had its generous quota of those who had planned to leave these shores on the new White Star liner.

There have been cancellations, of course, but then there always are cancellations, and most of the companies were unable to say that they had seen any unnerving effect as yet. There have, however, been some scattering exceptions of people writing to cancel their reservations with the explanation that they did not have to go just now, and would rather put off their sailing to a later date in the light of what has happened so recently on the high seas.

At the offices of the White Star and Red Star lines it was said that, except for the removal of the greatest of their ships from the list of offerings, their bookings seemed so far to be unaffected, and that for the Cedric sailing to-morrow and the Celtic sailing next Thursday, and for the Red Star liner Lapland, that goes out to sea on Saturday, the bookings have been uninterrupted.

Most of the steamship people said that they could see no reason why the sinking of the "unsinkable" Titanic should affect the Summer traffic in any way. It might withhold a few of the more timid for a little while, but surely not for any length of time and not enough to count. It was recalled that in the three months following the tragedy of the French liner Burgoyne there was a perceptible falling off of the ocean-going traffic, and that even after the Republic went down with no loss of life, there were not a few cancellations directly attributable to the nervousness which that accident engendered. Still, while they all were guarded in saying that it was too soon to tell, they all felt a confidence that the tragedy of the Titanic would not interrupt the steady flow of sea-goers in the coming prosperous months. There might have been an aftermath of timidity following the Burgoyne disaster, but these days are different, they said; that with modern construction and wireless, and though the most modern of them all, with wireless and everything else, went to the bottom with appalling loss of life, they felt sure that confidence in the great steamships is far stronger than it was in the days of the ill-starred French liner; days, when as one man recalled yesterday, whole families would not cross in a single ship on the theory that it is reckless to stake everything on a single card.

The secret conviction that the traffic of the Atlantic would shortly, if not immediately, proceed undisturbed was expressed most clearly by Luigi Solari, one of the agents for the three Italian lines. While he was unwilling, as were others, to make predictions, he spoke of this generation as one that forgets. Thinking of the people who make up the bulk of the traffic of his own lines he said:

"A nation that could forget the disaster of Messina will forget the Titanic. And over here you are just as forgetful. You have forgotten San Francisco. The Republic was forgotten. Every day you read of railroad wrecks, but the people swarm to the trains every day as though there were no such things as wrecks on the rails. Don't you think it will be much the same with this disaster of the sea?"

Commander Evangeline Booth, leader of the Salvation Army in America, was to have sailed on the Titanic on her return voyage to England. She will leave for England on the Mauretania next Wednesday. She will be accompanied by Col. William Peart, Chief Secretary of the work in America, and will be absent about five weeks.

WATER-TIGHT DOORS FAULTY.

United States Navy Officers Give Their Theory of Wreck.

Special to The New York Times.

WASHINGTON, April 16.—Capt. Charles W. Dyson, of the Bureau of Steam Engineering of the Navy, after a careful study of the plans of the Titanic said to-day that it looked to him that the injury done to the ship was very much greater than any indication yet received in the few meagre dispatches about the disaster.

"From the collision bulkhead a long passage way ran back to the engine rooms," said Capt. Dyson. "This passage was for the convenience of the force coaling the ship. Their quarters were on the deck above forward and they went to and fro through this passage. At the end of the passage near the engine room was a water-tight door intended to be closed in just such a case as happened Sunday night.

"It is quite likely that when the collision occurred several compartments were crushed in and the water rushed down this passage before the water-tight door could be closed. Certainly if the men did not have time to close it before the pressure of the water came they could not afterward get at it. This must have flooded the engine rooms, put out the lights, and finally stopped the operation of the wireless system.

"This would account for the cessation of the Titanic's wireless messages and it is conceivable that her injury was so great that she filled and went down by the head with just time enough to get up the women and children and get them into the life boats.

"It is remarkable that the meagre dispatches make no mention of any passengers in life preservers or of saving any one from a life raft. It has been suspected that after lowering the boats with the women and children, the men passengers were ordered to their cabins and the doors locked to prevent panic and maintain order, and then the injury being greater than was supposed, the ship filled and sank. That is a thing which may never be known."

Capt. Charles A. McAllister, Engineer in Chief of the Revenue Cutter Service, to-day expressed the belief that the mass which sent the Titanic to the bottom of the ocean was a salt water iceberg and not a polar berg of glacial formation. He pointed out that the ratio of ice above water in such an ice berg was only one-ninth of its bulk. In other words, with only nine feet visible, there would be eighty-one feet of solid rock-hard ice submerged.

George Uhler, Inspector General of the Federal Steamboat Inspection Service, said to-day he believed the Titanic plunged into the iceberg with such momentum that the impact buckled her to pieces. The vessel in all probability he added, ran over a submerged end of the berg which ripped open her bottom. Her safety compartments thus quickly filled and the vessel became a helpless mass of twisted steel wedged in a mountain of ice.

SCIENTISTS EXPLAIN WRECK.

Special to The New York Times.

PHILADELPHIA, April 16.—Scientists, navigators, naval constructors and engineers, mariners of wide and varied experience, and civilians who have made many trips across the ocean held forth in a hundred and one different strains to-day about the sinking of the Titanic. Virtually all of them agreed on the basic idea that the ice ripped the Titani's air chambers until the ship lost its buoyancy and foundered.

W. A. Dobson, naval architect for the William Cramp & Sons Ship and Engine Building Company, thought that the iceberg "side-swiped" the Titanic. Mr. Dobson declared, as did J. W. Atlee, the naval constructor at the Cramp yard, that in this manner the enormous iceberg ripped the hull of the liner far enough toward the stern to pierce several of the watertight compartments, and thus flood them.

The Titanic, they explained, would have floated with two of its compartments flooded, but it is not at all unlikely, according to these authorities, that the entire side of the ship was opened, and possibly the keel broken.

In the event of such terrific wrecking, it was argued that not only were the Titanic's watertight compartments flooded, but likewise that the machinery and cargo listed to the side where the damage came. It would have been a comparatively simple matter, they said, to have listed the liner so far that she shipped water through her ports.

Mr. Atlee figured that the Titanic struck the iceberg with an impact measured by engineers as 4,742,400,000 feet tons—figures hardly conceivable as far as comparisons are concerned.

Joseph Linnard, a retired naval constructor, in conjecture as to the most plausible reason for the sinking of the Titanic, declared that much of the loss of life was probably due to the inability of the passengers to use half the boats and liferafts. In Mr. Linnard's opinion, the listing of the ship as water filled its air compartments made it impossible for the crew to pry the lifeboats loose. He also gave it as his opinion that the liner struck the submerged iceberg both at the bow and amidships, thus destroying the usefulness of the watertight compartments.

Mr. Linnard was asked whether he thought the disaster showed that watertight compartments in an ocean liner had been proved of less value than naval men believed them.

"Most certainly not," he said. "On the contrary, the awful wreck has shown their value. The ship stayed up four hours, or until the compartments were filled. Too many of the compartments were damaged in this instance. It is a most unusual case."

Charles E. Mather of the insurance firm of Mather & Co. declared that he had crossed the ocean twice with Capt. Smith, who commanded the Titanic. He had nothing but praise for Capt. Smith as to his ability as a mariner. He declared that the Captain was the typical masterful seaman, who was ever on the alert.

According to the Philadelphia representatives of Lloyds, the passengers on the Titanic—that is, the survivors and the relatives of those lost—will be unable to collect damages. This they argue on the ground that striking an iceberg is known in marine insurance as an unavoidable accident. This, they assert, is distinctly specified in marine policies.

That an iceberg of sufficient size to crush a steamship as large as the Titanic did not make its presence known to the experienced navigators on the vessel in time to avert the collision seems incomprehensible to most people, but not to a former Captain of transatlantic liners, now in the Government service, which fact forbids the use of his name in interviews.

According to this man, who has had more than twenty years' experience in piloting the largest steamships across the Atlantic, there is only one possible way of detecting the presence of an iceberg. That is by echo. He said that the sound waves sent off by the whistle of a vessel rebound from the surface of the iceberg and the echo can be distinctly heard.

But even an echo, he said, was not a certain indication of the presence of an iceberg, as a heavy fog produces the same effect. He recalled several instances during his career as a steamship Captain where he had the vessel brought to when the shrieks of the whistle were echoed, to discover nothing more formidable than a fog bank.

ESTIMATES OF DAMAGES.

Special to The New York Times.

BOSTON, April 16.—Eugene P. Carver, an international authority on admiralty law, said to-night that the maximum damages for which the owners of the Titanic may be held liable under the French law is about $3,470,000. This is for loss of life, personal effects, and injuries.

The maximum damages for which the owners of the Titanic may be held liable under the laws of the United States is the total amount of money paid in by the passengers. This is for loss of life and personal injuries. The $5,000,000 insurance money cannot be taken for damages. Technically, under the laws of the United States, the owners are liable to the extent of the value of the steamship and her cargo, as it may be determined after the accident. This value is nothing, as the Titanic is too deep down in the water to be raised or even reached by divers.

Under British law it is practically impossible to recover for the loss of her cargo, valued at $1,250,000. Under the laws of the United States it will be possible to recover the full value of the cargo if negligence is proved.

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BEADLESTON & WOERZ
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It is So Wholesome, Sparkling, Snappy and Delicious!

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THE ONLY PIANO FACTORY DIRECTLY CONNECTED WITH ARTISTICALLY APPOINTED WAREROOMS CONVENIENTLY ACCESSIBLE FROM ALL PARTS OF CITY.

Important to Piano Buyers

BEFORE investing in a piano, you examine the outside very carefully—listen critically to the tone—try the touch.

But do you realize that the permanence of the beautiful tone—the maintenance of the easy action you admire—depend upon the durability of construction—upon materials and workmanship concealed in the instrument—**upon things you** DON'T SEE?

You should examine the inside of a piano just as critically as you do the outside, the tone and the touch.

But many of the most vital parts are necessarily concealed in the processes of manufacture. (A fact of which many makers of cheap instruments take advantage and substitute inferior materials and workmanship at these ultimately hidden points.)

These important inner details can be seen only at the factory while the pianos ARE BEING MADE.

You are cordially invited to visit our establishment and watch our workmen making

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Its price is considerably less than that of any other high-grade piano.

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A cordial invitation is extended to examine these rare pieces which have been secured for this occasion from a connoisseur whose activities in the accumulation of old laces have covered the entire world.

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WALPOLE BROS.' BEDSPREADS

Hand Embroidered Bed-Spreads, the handiwork of Irish peasants on pure Irish Linen with Bolster Rolls to match.

Muslin Bedspreads, hand embroidered, in simple and elaborate designs.

Bedspreads of Hand-drawn Canvas and other sheer materials with motifs in Filet Lace.

Elaborate Spreads of Filet and Cluny Laces, with hand embroidery on Linen.

Designs for single and double beds at a wide range of prices.

Illustrated list on application.

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An Important Sale To-morrow, Thursday

Women's and Misses' Tailored Suits

Smart tailored Suits, copies of imported models by Poiret, Paquin and Bernard, of Tailor Serge, Hairline Stripes, Bedford Cords and Mannish Mixtures; the most attractive and desirable styles of the season.

20.00 and 25.00

Values $30.00 to $40.00

Styles, make and linings represent the highest standard of quality and are characteristic of Oppenheim, Collins & Co.'s Entire Stock

STEERAGE SURVIVORS WILL FIND AID HERE

Committee of 15 Sympathetic Women Formed to Look After Bereaved Poor from Titanic

AS ALL THE MEN WENT DOWN

And the Women and Children Are Coming Destitute to a Strange Land —Gen. Henry Passed the Word.

When Gen. Nelson H. Henry, Surveyor of the Port, went home last evening from his office his mind and heart were full of the desolation caused by the sinking of the Titanic. All day long his office had been besieged with inquiries. Pitiable stories came to him with every passing hour and his hundreds of callers! And the thing that impressed itself upon him as much if not more than anything else was not the fate of the first and second cabin folk nor the fate of those of the steerage who went down with the big liner, but rather the helpless, hopeless lot of those steerage passengers who were picked up by the Carpathia and are now being carried toward this port.

After studying the wireless reports and the passenger lists, it looked to him as though nearly 400 of the steerage people had been among the rescued. And it seemed probable that there the rule of the sea had worked almost without deviation, that probably those 400 were nearly all women and children, whose men folk and all they owned in the world had gone to the bottom, while they were to be taken to a strange land.

Such things as these were in the General's mind when he went home, and he talked of them at dinner, and Mrs. Henry listened. And out of the horror of the whole story, out o fthe tremendous pity of it all, she saw and grasped at something she could do. The first and second class passengers would have relatives or friends to meet them here, to comfort them, and care for them. But the helpless women and children of the steerage, with few if any to meet them, and very few who would be able to give them adequate care, surely for these there was something that she and other women of New York could do.

That was the idea in her mind as she rose from the dinner table, and before the evening was half over, almost within the hour, a committee of fifteen women had been formed—a organizing committee, to be known as the Relief Committee for the Steerage Survivors of the Titanic. Within the hour promises of assistance and promises of checks had come in from several sources, and from Mrs. James Herman Aldrich the word came that she was mailing a check for $200.

The committee of fifteen is made up of Mrs. Cornelius Vanderbilt, Sr., Mrs. Henry F. Dimock, Mrs. Herbert L. Satterlee, Mrs. James Herman Aldrich, Mrs. Richard Irvin, Mrs. William Church Osborn, Mrs. Edward Ringwood Hewitt, Mrs. J. Van Vechten Olcott, Mrs. Henry Whitney Munroe, Mrs. Arthur Murray Dodge, Miss Virginia Potter, Mrs. Charles B. Alexander, Miss Sarah Cooper Hewitt, Mrs. Paul Dana, tnd Miss Eleanor G. Hewitt. An organization meeting will be held to-day at the Henry home, 59 West Ninth Street, and another meeting to-morrow, either at the Colony Club or at the home of Mrs. Abram Hewitt. Meanwhile all communications and inquiries will be received by Mrs. Henry at 59 West Ninth Street.

"And we invite the co-operation of the women of New York," Mrs. Henry said last evening, "either as contributors of clothing and moneys or as voluntary workers in this, a work which we can do. Whether these unhappy people will stay in this country or whether they will go back to the countries from which they came, no one knows now, but we do know that they will be in immediate need.

"We really want to come forward as volunteers to supplement with our work the work that is being done and will be done by the Immigration Commissioners and the Treasury Department. When they are brought in, we want to supply the necessities, to see to their creature comforts at a time when they will have no one to whom they may turn."

It was predicted in other quarters last night that whatever the rules and regulations in normal times as to the admission to this country of immigrants who are paupers, these will be forgotten when the Carpathia brings in the hapless survivors from the steerage of the Titanic. The liberality of the Treasury Department in waiving the Customs requirements will doubtless be followed by the Immigration Commission.

LINERS' ROUTES CHANGED.

Order to Captain to Go Further South Now in Effect.

As forecast in THE TIMES, the managers of the great transatlantic lines have agreed to an immediate change in the eastward course for vessels crossing the North Atlantic. This change was announced yesterday by the Cunard line, and it is said to have been the result of a conference by telegraph and cable conducted on the other side of the Atlantic.

The continued reports of ice drifting as far south as 40 degrees latitude has long been a subject for uneasiness, and there has been some talk of shifting the course to the south. It was the sinking of the Titanic which finally showed the need of such a change and brought the steamship line managers to instant action.

This brief cable to the Cunard Line brought notice of the change in route:

"All lines have agred eastbound steamers use extreme southerly track crossing, longitude 47 in latitude 40:10. Commence April 10. Westbound change, crossing 47 in 41, comes into operation on April 25."

The Hydrographic Office has long been in favor of such a change to avoid the ice. This season has been an exceptionally bad one as far as ice is concerned, and the authorities here had already suggested to the steamship men the advisability of changing the course. Shipping men agreed yesterday that the change was not only a good one, but one which the sinking of the Titantic by the ice had made absolutely necessary.

The Cunarder Carmania, which will sail to-day, will go to the south, following instructions from Liverpool, and will be the first vessel to go eastward over the new route. The rule until the present has been for vessels eastbound between Jan. 15 and Aug. 23 to steer from 40.10 North to longitude 70 West, and to cross 47 West in latitude 41 North, and from this last position to keep south of the Great Circle to Fastnet.

The new course will mean an addition of fifty miles, and in this will be a slight disadvantage as far as transatlantic speed records are concerned. The farther north, the shorter the route.

It is recalled that many months ago there was something of a sensation when passengers on a vessel arriving here reported that the steamship had gone so far to the north, out of her course, that the passengers on board had been able to make out persons walking on the beach at Cape Race. This was a demonstration of the danger which the desire to save time engenders.

ALL SHIPS TO LOWER FLAGS.

Half-Mast Colors To-day on Every Craft in the Harbor.

The flag on every craft in this harbor to-day will be placed at half-mast in honor of the Titanic's dead. At the annual meeting of the Maritime Exchange this resolution was unanimously adopted:

Resolved, That the members of the Maritime Association of the Port of New York, assembled in annual meeting, express their great regret at the lamentable disaster which has befallen the steamer Titanic, their great sorrow at the deplorable loss of life and property which has evidently accompanied this disaster, and extend to all involved in the great calamity their deep and heartfelt sympathy; and be it further

Resolved, That all vessels in the harbor be requested to place their flags at half-staff out of respect to the unfortunate dead.

The resolution was offered by Fred. B. Dalzell, who in o brief speech spoke of the disaster and its accompaning loss of life. It was, he said, the greatest marine disaster of modern times.

EXPRESSIONS OF SYMPATHY.

Public Service Board and Aldermen Adopt Resolutions of Regret.

The Public Service Commission adopted yesterday at its regular meeting a minute calling for an international investigation of the Titanic disaster. It read:

As a department of the Government of the City and State of New York and in behalf of the city and State, the Public Service Commission for the First District hereby express its profound regret and sorrow that a tragedy of such magnitude as the sinking of the Titanic could have occurred on the great highway of transportation between the continents, and extends the deepest sympathy on behalf of the public of this port and State to the survivors and to the families and friends who are bereaved by this disaster; and

Mindful of the importance of adequate inquiry as to the means of preventing future loss of life from such a cause, this commission respectfully expresses its belief that the causes of this disaster and the means of preventing its recurrence should be the subject of inquiry by a properly constituted international tribunal.

The minute was passed without comment.

Aldermen's Resolution of Sympathy.

The Board of Aldermen passed these resolutions yesterday regarding the accident to the Titanic:

The people of the City of New York, through their representatives in the Board of Aldermen, join with the people of the world in an expression of sympathy for those who have been afflicted by the appalling disaster to the steamship Titanic, considered the safest, most sumptuous of water craft of modern times. This, one of the greatest calamities in the annals of Christendom, the most awful in the history of those that go down to the sea in ships, has overwhelmed and stunned not only this community but this great land of ours, hundreds of whose homes have been invaded with sadness and desolation, and death has deprived us of the services of eminently great and valued Americans of whom this Nation was justly proud.

Resolved, by the Board of Aldermen for the people of the City of New York, that the sympathy and commiseration of the metropolis of the western hemisphere be extended to the afflicted, here and elsewhere, on the disastrous visitation by which they have been overtaken. Their grief is our grief, and would it were in our power to assuage it.

The resolutions were introduced by Alderman Frank Dowling.

SYMPATHY FROM GOV. DIX.

Prospective Passenger on the Titanic Comments on Great Disaster.

ALBANY, April 16.—Gov. Dix, who, with Mrs. Dix, had booked passage on the Titanic Saturday, commenting on the disaster to-day, said:

"I am inexpressibly shocked and pained. The appalling extent of the tragedy staggers the imagination and overwhelms the mind with grief. At such a time what can one do but attempt to give voice to the profound sympathy for the bereaved that fills the heart, and pray that they may be given strength which is beyond human power to bestow?"

Dinner Suspended In Respect.

The Rt. Rev. Frederick Courtney, President of the British Schools and Universities Club, announced yesterday that the club's dinner, which was to have been held this evening, had been postponed on account of the disaster to the Titanic.

ICEBERG DETECTOR NEEDED.

Dr. Wiley Thinks Such an Instrument May Be Invented.

ALBANY, N. Y., April 16.—In an address at the opening session of the annual meeting of the State Medical Society to-day Dr. Harvey W. Wiley, ex-Chief of the Bureau of Chemistry of the Federal Department of Agriculture, referred to the Titanic disaster as a lesson applicable to the science of medicine.

In the future, he said, some instrument may be invented to indicate to ships the proximity of icebergs, but they will never be able to destroy them. So in medicine science may detect and fight disease, but will never conquer death.

Regrets by Connecticut Lawmakers.

NEW HAVEN, Conn., April 16.—In the midst of its proceedings to-night, the Republican State Convention paused to adopt resolutions of sympathy to the relatives and friends of the victims of the Titanic disaster. The resolutions, offered by Lieut. Gov. D. M. Blakeslee, praised the heroism of the men who stood aside that women and children might be saved.

Hanan Shoes

Broad Square Shank Low Heel Oxfords

This new style Oxford with flat forepart, broad square shank and low heel is the most advanced style for Spring. It is made over a Hanan Oxford last, thus assuring a perfect fit at ankle and heel.

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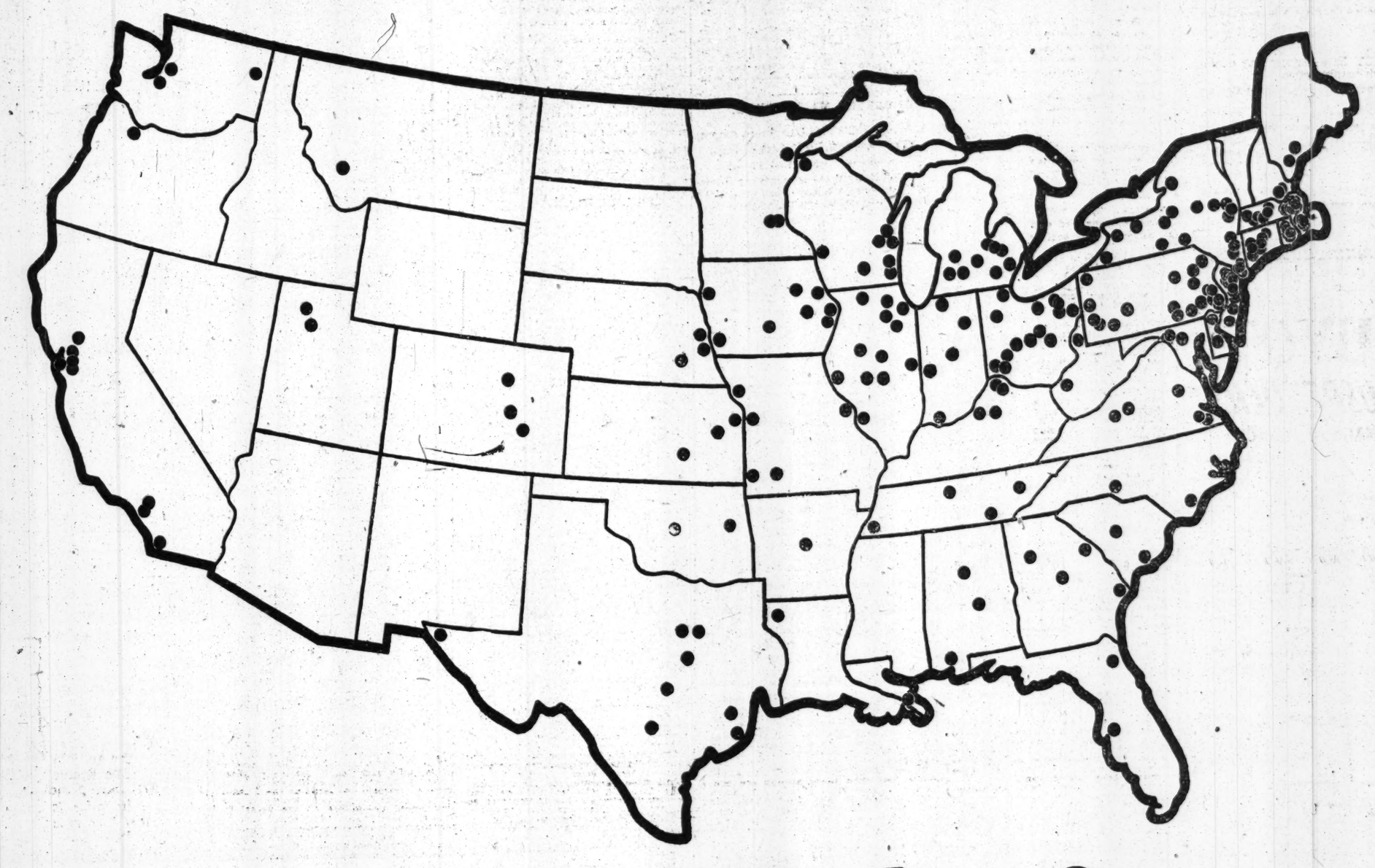

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What Constitutes A Good Distribution?

EACH of the 228 centers has a population of 25,000 or more. The total population of all these centers is 28,763,000 or 31% of our entire population. From these commercial nuclei radiate our railroads, street railways, steamship lines, and even the pack trains of the hinterland.

Adjacent and tributary to each center for miles in every direction lives a progressive and affluent suburban population which for any article of importance is considered by merchants as belonging to the "city's trading population."

These cities are truly centers of trade. The problems of "securing a good distribution" always center in or radiate from these basically important 228 cities.

We know of two firms—A, who has 146,000 selling outposts, and B, who has less than 250. We believe that each has a magnificent distribution.

A's goods at five cents apiece have frequent sales. Every one sells them—even the little sawmill store in Minnesota and the emergency store on the rim of the great city.

The purchase of goods from B involves a far greater investment in each purchase, is of far greater importance, and in any home or any business occurs infrequently. To buy an automobile, a piano, an electric crane, a filing system, or a motor truck, the purchaser thinks long, and then goes on the interurban to Indianapolis, Rochester or Boston to buy from B's dealers.

While A uses *The Ladies' Home Journal* and *The Saturday Evening Post* because of its 3,700,000 earnest, affluent readers—it is *quantity*, however, that bulks large in *his* estimate of its value.

But B must depend absolutely on "creating confidence" and must use mediums that are recognized as standing for right and progress.

B knows that the purchase of his goods is a matter of moment with any one, and that any one is glad to ride for an hour or two to consummate the purchase in one of the 228 cities.

These 228 cities are the trading centers of the country. Everything of importance or real moment is purchased in these centers by those families within "trading distance."

Forty-six per cent. of the entire circulation of *The Ladies' Home Journal* and of *The Saturday Evening Post* is in these cities of 25,000 or more. Within a twenty-five-mile radius of these centers lives a suburban population *not here included*, but who "buy in town."

Whether your product requires a limited big-city distribution or is sold generally by a multitude of small stores, if it possesses quality value, you may influence one home in four of the homes commercially worth while through *The Ladies' Home Journal* and *The Saturday Evening Post*.

A book on the subject of advertising may be obtained gratis by those interested.

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The Ladies' Home Journal
Circulation More Than 1,750,000

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The Largest Specialty Rug House in America.

We have rugs in stock which have been waiting ten or twelve years for the right spot—for the right home—while thousands of others have come and gone.

Every time one of these fine old rugs is taken out on the floor we think more of it.

Some day EVERY ONE OF THEM will have found its home—and the purchaser of each will be a fortunate man.

Admirers of Orientals which have a fixed, permanent value — whether that value be $150 or $25,000—have learned the slow, careful process of collecting Wild's Orientals.

The worth of true Orientals is not governed by their newness nor by their recent arrival.

Every Wild's Oriental represents conscientious selection at the expense of all necessary time, and therefore PERMANENT VALUE to the full price of the rug.

The most valued Orientals are entrusted to our care for cleaning, repairing and storing. Charges reasonable and include full insurance.

Send for our booklet on Summer Rugs.

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White Tar Bags

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Four Sizes

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will find White Tar Bags exactly suited to their needs. The largest size is made especially for motor coats. The smaller sizes will perfectly protect suits, overcoats, dress clothes and evening gowns from moths, dust and germs. Garments hung full length, always ready for instant use, no airing or pressing necessary. Two styles, Pine Tar and Cedar; four sizes, 50c. to $1.25. At all Drug and Department Stores.

Our book "Preservation" tells all about moth prevention. Sent free upon request.

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TO-DAY'S SALE STARTS WITH LOT NO. 551.

JACQUES COHEN,

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Will Sell at Absolute and Unrestricted

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TO-DAY and FOLLOWING DAYS

11 A. M. AND 8 P. M. EACH DAY,

at the old R. J. Horner Warerooms,

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Between Broadway and 6th Ave.,

$150,000 STOCK OF

High-Grade FURNITURE

of every description, for the Drawing Room, Library, Living Room, Boudoir, Dining Room, etc.; also for the Office.

Oriental Rugs and Works of Art.

NOTE—The character, quality and immense variety of this stock, which will be sold at absolute Public Sale, affords a rare and very unusual opportunity for prospective buyers.

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If you buy an umbrella for the protection it gives you, why don't you own the 10-rib

India Umbrella

"The little umbrella with the big spread"

It shields perfectly from the elements and keeps your back and shoulders dry. It's big enough for two persons and both can keep dry—yet closed it is only comfortable cane length.

Every "India" frame is guaranteed for one year, is strongly built and won't turn inside out.

"Indias" $1.50 to $6

Department Stores & Dealers Generally

FACTS ABOUT THOSE ON THE TITANIC

Most of Her Passengers Were Returning from Pleasure Jaunts in Europe.

HONEYMOON PAIR ABOARD

The Coal Strike Sent One Man Abroad Who Had Planned to Sail on the Philadelphia.

Here are some facts about the passengers on the Titanic whose residence and business is known. Some of the names appear in the list of those rescued, but many of them, especially of the men, are among the missing.

Howard B. Case, formerly of Rochester, N. Y., has been living in Ascot, England, for several years, as London manager of the Vacuum Oil Company.

W. D. Douglas, who was traveling with his wife and a maid, is from Minneapolis, and is Director of the Quaker Oats Company, and a cousin of James H. Douglas, President of the company, who lives in Chicago. Mr. Douglas's two sons are in Minneapolis.

Thomas Andrews, Jr., a Director of the ship building firm of Harland & Wolff, was accompanied by a number of mechanics who were watching the workings of the latest ship from their yards. His home was in Belfast, Ireland.

Mrs. Ida S. Hippach, and her 15-year-old daughter, Jean, are the wife and daughter of L. A. Hippach, a wealthy glass dealer of Chicago. Mr. and Mrs. Hippach lost two children in the Iroquois Theatre fire in Chicago.

John B. Brady has been a resident of Pomery, Wash., and President of the Pomery State Bank.

Mrs. George N. Stone of Cincinnati is the widow of the former President of the Cincinnati Bell Telephone Company. She was returning from a year in Europe and Egypt.

Mr. and Mrs. Richard L. Beckwith, and Mrs. Beckwith's daughter, Miss Helen Newsome of Columbus, Ohio, were returning from a pleasure trip to Europe. Mrs. Beckwith is a daughter of William Monypeny of Columbus, and a cousin of Gov. Judson Harmon.

E. P. Colley of Victoria, British Columbia, has been employed as a land surveyor by the British Columbia Government.

Hughes R. Rood made his home in Seattle, Wash., where he was Vice President and General Manager of the Pacific Creosotin Company. His wife and her maid, who were with him in Europe, were to sail for America on another steamer.

Mr. and Mrs. John P. Snyder, prominent in society in Milwaukee, left for Europe in January on a honeymoon trip, and were on their way home.

John E. Maguire was a salesman for the Dunbar Pattern Company of Brockton, Mass.

George Q. Clifford was connected with the Belcher Last Company of Stoughton, Mass.

Walter C. Porter was a last manufacturer of Worcester, Mass.

Mr. and Mrs. Edgar Meyer were on the passenger list of the Titanic. Mrs. Meyer is the daughter of the late Andrew Saks and niece of Isidor Saks, of Saks & Co., New York City.

Emil Brandeis lived in Omaha, Neb., where he was a member of the merchant firm of J. E. Brandeis & Son.

Dr. Washington Dodge of San Francisco, who was accompanied by his wife and child, was widely known as an authority on taxation.

Frederick M. Hoyt has been one of the best known yachtsmen along the Massachusetts coast. He made his Summer home at Marblehead, Mass. He was a member of the New York, the Corinthian and the Eastern Yacht Clubs.

Mr. and Mrs. Tyrrell Cavendish were on their way from London, where they make their home. Mrs. Cavendish is a daughter of Henry Siegel of New York City and a niece of Ferdinand Siegel of Chicago.

Percival W. White, a Massachusetts cotton manufacturer, made his home in Brunswick, Me. His son, Richard F. White, who accompanied him, was a senior at Bowdoin College.

Walter M. Clark is the son of J. Ross Clark, Vice President of the San Pedro, Los Angeles & Salt Lake Railroad, and a nephew of Senator W. A. Clark of Montana.

Miss Georgette Madill is a fifteen-year-old heiress of St. Louis, with an allowance of $7,500 a year to pay for clothing and education. She is the principal heir to the estate of the late Judge George Madill, a prominent banker of St. Louis. She is the daughter of Mrs. Edward S. Robert, who was the widow of Judge Madill. Mrs. Robert and her niece, Miss Elizabeth W. Allen, were also on the Titanic.

Mrs. J. C. Hogaboom is a resident of Newark, Ohio, and was accompanied by a cousin, Miss Gretchen Longley, and an aunt, Miss K. Andrews.

Milton C. Long lived in Springfield, Mass. His father is Judge Charles L. Long of that city. He was a graduate of Columbia University.

Erwin G. Lewy lived at 5,826 South Park Avenue, Chicago, and was the Treasurer of Lewy Brothers, jewelers.

Col. Jacob Weir of North Berwick, Scotland, was on his way to visit his son, H. W. Weir, a traveling salesman of Goshen, Ind.

George Hart, a son of Mr. and Mrs. Alfred Hart of Appleton, Wis., was for many years court reporter at Wausau, Wis. He was returning from a year's visit in Europe.

George J. Graham was a buyer for the Eaton Company of Canada.

Herbert Henry Hilliard, a buyer for Jordon, Marsh Company of Boston, was on his way home from a purchasing trip to Europe.

Timothy J. McCarthy, Jr., was another buyer for Jordon, Marsh.

R. Spencer Silverthorn had been abroad on a purchasing trip for B. Nugent & Brothers, a dry goods firm of St. Louis.

Mrs. Robert C. Cornell, wife of Magistrate Cornell of New York City, was accompanied by her sisters, Mrs. E. D. Appleton and Mrs. Brown. They had been to the funeral of another sister, Lady Drummond, in England.

E. P. Calderhead, whose name is among those rescued, is a buyer for Gimbel Brothers, Philadelphia.

Henry Mitchell, a retired business man, 70 years old, of Guernsey, England, was en route to Toledo to visit his sister-in-law, Mrs. Anna Jefferey. He had intended sailing on the Philadelphia, but was detained in England on account of the coal strike.

Prof. Emil Taussig of Tufts College was returning with his wife and daughter from a year's vacation in Europe.

Mr. and Mrs. Marshall Drew and Master James Drew, their nephew, were residents of Greenport, L. I., where Mr. Drew had been in the stone business for years. They had been on a visit to Mr. Drew's aged mother at Constantine, Cornwall, England.

Mr. and Mrs. Alexander Robins are the parents of Alexander Robins, Jr., a contractor, of Yonkers. Mr. Robins is a native of Wales and he and his wife had been visiting relatives there.

Ernest Crease and Roland Stanley were returning to their homes in Cleveland, Ohio, after several years spent in Europe.

Mrs. Oscar W. Johnson of St. Charles, Ill., with her two little children, was returning from a Winter spent in Sweden.

George Floyd Eitemiller of Detroit had been abroad as the European representative of a Cincinnati automobile company.

BOSTON MAN MISSING.

A. W. Newell's Two Daughters Among Survivors, but No Report of Him.

Special to The New York Times.

BOSTON, April 16.—Nearly a dozen Boston men, known to have been aboard the Titanic, are unaccounted for. Some were accompanied by wives and daughters, who are reported safe on the Carpathia. Among the missing are A. W. Newell, President of the Fourth National Bank, whose two daughters, Madeline and Marjorie, were rescued, and Jacques Futrelle, the author, whose wife was saved. Although the names of Mr. and Mrs. E. N. Kimball are not contained in the "saved" list, relatives hope that they are accounted for in the names "Mr. and Mrs. Ed Kimberley," as received by wireless. Mr. Kimball is president of a piano company.

Others living near Boston whose names do not appear among those of the survivors are George Q. Clifford, President of the Belcher Last Company, of Stoughton; Walter C. Porter, of Worcester, also a last manufacturer; Herbert H. Hilliard and Timothy J. McCarthy, buyers for a local dry goods firm; Percival W. White, cotton manufacturer of Winchendon, and his son, Richard.

LOST TWO IN IROQUOIS FIRE.

Daughters of Rescued Titanic Passenger Killed in Chicago Holocaust.

Special to The New York Times.

CHICAGO, Ill., April 16.—Mrs. Ida S. Hippach, wife of L. A. Hippach, manufacturer, of 7,352 Sheridan Road, and Miss Jean Hippach, their daughter, are among the Chicago Titanic passengers reported rescued.

Erwin J. Lewy of 5,628 South Park Avenue and W. Irwin G. Lewy, members of the jewelry firm of Lewy Brothers, State and Adams Streets, are thought to have been drowned.

Mr. Hippach left to-day on the Twentieth Century Limited to meet his wife and daughter in New York. First messages received told only of the rescue of Miss Hippach. Later reports, however, said that Mrs. Hippach also was among the survivors.

"My wife and daughter spent most of the time in Berlin, where my daughter had been studying music," said Mr. Hippach to-day. "According to the telegraph dispatches the age of my daughter is given as 15 years. She is 19 years old. None can imagine how overjoyed I am that my wife and daughter have been saved."

Mrs. Hippach's continental trip was planned primarily to restore her health, which had been seriously impaired since the Iroquois Theatre calamity, in which two of her young daughters met death. Considerable apprehension is now felt for her following the disastrous ending of the European trip.

W. Irvin G. Lewy left Chicago five weeks ago to purchase jewelry in Europe for the firm of Lewy Brothers. Mr. Lewy's brother and partner, M. D. Lewy, to-day said:

"My brother sailed about five weeks ago for the annual purchase of diamonds and other jewelry. He visited Paris, Naples, and Amsterdam while in Europe. We have had no word from the White Star, nor any messages from my brother. He was 31 years old. In Chicago he lived with our married sister, Mrs. M. M. Uppenheimer."

A cablegram was received to-day by Nelson P. Barnes from his sister, Mrs. James Clinch Smith, dated Paris, and stating that owing to a change of plans at a late hour she did not sail as a passenger upon the Titanic.

The Rev. John Harper and his daughter, Nina, 6 years old, of London, England, were passengers upon the Titanic according to the sailing list. The Rev. Mr. Harper was on his way to Chicago to begin a series of revival meetings at the Moody Church, West Chicago and La Salle Avenues, according to friends here. Only the name of the daughter appears in the list of the rescued. Mr. Harper, who is pastor of a large London church, is a well-known evangelist and conducted revival meetings at the Moody Church during November, December, and January. His success here last Winter resulted in his being recalled to conduct a second series of meetings.

Mrs. Oscar W. Johnson of St. Charles, Ill., with two little daughters, returning from a Winter spent in Sweden, were passengers upon the Titanic, according to a letter received by Mr. Johnson last night. The woman and her daughters are believed to have perished.

Smith Gray & Co.

Recommend

Frisbie Collars

Twenty-five Cents for Two

Value in a collar is almost wholly a matter of laundering endurance—of the number of round trips to the laundry that a collar will endure.

FRISBIE COLLARS endure longer, give more value than any other collars we know, because they are twice as strong as most collars, being double sewed, containing twice the number of stitches found in the ordinary collars.

This double stitching combined with the cold water shrinking and steam drying assures their remaining true to size and the custom designing and cutting gives comfort to a degree found in few collars at any price.

Let YOUR collars be FRISBIE COLLARS.

Twenty-five Cents for Two

Smith Gray & Co.

Two Brooklyn Stores: Fulton St. at Flatbush Av. Broadway at Bedford Av.

Two New York Stores: Broadway at Warren St. Across from City Hall. 5th Av., Bet. 27th & 28th Sts.

LIFEBOATS FOR ALL NOT ORDERED BY LAW

Apparent Security of Modern Liners Kept Out-of-Date Requirements in Force.

SPACE FOR BOATS LIMITED

Faith in the Bulkheads Had Minimized the Necessity for Better Life-Saving Appliances.

The disaster to the Titanic may bring about a change in the British laws establishing the requirements in regard to appliances for the saving of life on modern liners, a development of marine architecture which was apparently not contemplated by those who framed the laws and amended them.

The question as to just what life saving equipment was carried on the Titanic was one which interested every shipping man in this city yesterday. There was a discussion on the floor of the Maritime Exchange and the trend of all such talks was that no law appeared to contemplate the possible loss of a large liner, and the lifeboat space for every one on board, passengers and crew. Supervising Inspector General George Uhler, head of the United States Steamboat Inspection Service, admitted in an interview at Washington that there was no pretense of carrying enough lifeboats to save the lives of all if a vessel snould go down.

The only reason given for this lack of facilities is that the law does not demand it, and that sufficient boats could not be carried within the deck space.

In the case of vessels carrying our flag the Board of Steamboat Inspection has jurisdiction. The Government has an agreement with Great Britain, France, Denmark, and Canada, under which we accept the certificates of their Governments, and the duty of the United States officials ends in seeing that those requirements are complied with.

"Small boats easily carry enough lifeboats to take care of all the people on board," said Mr. Uhler, "but vessels which carry 2,500 to 3,000 passengers are not equipped with sufficient boats to contain the passengers."

"Our duty in the case of steamships flying the flag of a country with which we have a reciprocal agreement is not one of inspection. We simply demand that the requirements of their certificates are complied with," said Capt. Henry M. Seeley, local Supervising Inspector of Steam Vessels.

Lifeboat Space Required.

"The law requires that vessels of more than 10,500 gross tonnage and not more than 20,000 have a lifeboat capacity of 12,420 cubic feet. Vessels of more than 20,000 gross tonnage must be provided with an additional boat capacity of 225 cubic feet for each additional 500 gross tons. The law also states that not more than one-third of the lifeboat capacity required on any vessel may be substituted by its equivalent in approved life rafts or collapsible lifeboats. The Olympic, 45,323 gross tons, carries sixteen lifeboats and four collapsible boats, a total of 11,712 cubic feet, or accommodations for 1,171 persons.

"Understand, I am making no comparison between British law and our own, and I am not attempting to compare the Olympic with the Titanic, for I understand the latter was about 1,000 gross tons larger than the Olympic. Figuring the Titanic as of 46,000 tons, under the United States law she would have to have had accommodations for 2,412 persons."

Under the British Shipping Act steamships engaged in ocean trade, carrying emigrant passengers, must carry boats placed under the davits "fit and ready for use."

The British law provides, under the heading "Life-saving Appliances," as follows:

"The Board of Trade may make rules with respect to all or any of the following matters, namely:

(a) The arranging of British ships into classes, having regard to the services in which they are employed, to the nature and duration of the voyage, and to the number of persons carried;

(b) The number and description of the boats, life boats, life rafts, life jackets, and life buoys to be carried by British ships, according to the class in which they are arranged, and the mode of their construction; also the equipments to be carried by the boats and rafts, and the methods to be provided to get the boats and other life-saving appliances into the water, which methods may include oil for use in stormy weather; and

(c) The quantity, quality, and description of buoyant apparatus to be carried on board British ships carrying passengers, either in addition to or in substitution for boats, life boats, life rafts, life jackets, and life buoys.

2. All such rules shall be laid before Parliament so soon as may be after they are made, and shall not come into operation until they have lain for forty days before both Houses of Parliament during the session of Parliament; and on coming into operation shall have effect as if enacted in this act.

The British law also provides that vessels of 10,000 tons and upward must carry a minimum of sixteen lifeboats under the davits, the total cubic contents of the boat capacity must be 5,500 cubic feet, and one-quarter of the boats must be under the davits, though they "need not always be attached to the davit tackles." In both the British law and our own ten cubic feet of space is allowed for each person.

The regulations imposed by the British Board of Trade are regarded in some quarters as severe, and one man speaking of the subject said yesterday that it was not even a matter for argument whether the Titantic when she sailed from Southampton met every phase of the British Shipping act.

Think Liner's Side Was Raked.

It is upon the bulkheads that steamship men have placed their great reliance, and the only possible source of danger that appears to have been discussed among the less scientific is the danger which would come from a blow amidships, where the great engines are located. The one thing which those who are interested in marine architecture are waiting to hear now is the nature of the wound which sent the Titantic to the bottom. No blow struck headon, many hold, would have prevented the closing of the twelve bulkheads, and it is believed that the Titantic, after hitting the iceberg head on, was raked by the ice along her side, her plates being torn off, and her side opened.

There is this special clause in the law which favors vessels with watertight bulkheads:

When ships of any class are divided into efficient water-tight compartments, to the satisfaction of the Board of Trade, they shall only be required to carry additional boats, rafts, and buoyant apparatus of one-half capacity specified.

Alexander Carlisle, the designer of the Titanic and the chief designer of Harland & Wolff, her builders, according to a cable dispatch received yesterday, is of the opinion that the vessel's side was torn open by the ice. He said that he had never believed there was an unsinkable vessel, and when he heard first that the Titanic was sinking by the head he thought that she would get into port.

CONNAUGHT'S SYMPATHY.

Expressed Through Titanic's Owners —Message for P. A. B. Widener.

Special to The New York Times.

OTTAWA, April 16.—The Duke of Connaught, through his secretary, issued the following statement this evening:

"I desire to express through the owners of the Titanic my very deep and heartfelt sympathy with the relations and friends of all those who have lost their lives in this terrible catastrophe."

The Duke has also sent a personal message of sympathy to P. A. B. Widener, father of George D. Widener of New York.

In reply to the Duke's statement the White Star officials sent the following message:

"We beg to sincerely thank his Royal Highness the Governor General of Canada for his message of sympathy with the relations and friends of the passengers on the Titanic who lost their lives in this most deplorable calamity, and will convey his expressions to all concerned through the medium of the public press."

Hon. George Foster, Acting Prime Minister of Canada, issued a statement to-night, expressing the deep regret of the Canadian Government in the loss of the Titanic.

Georgian Furniture For the Country House

IT was to the distinguished character of their furnishings that the Old World Living Rooms owed their aspect of quiet and restful peace.

To transfer this to the modern Country House one has only to select from our Reproductions of XVIII Century Furniture the quaint Ear Chair, the broad Mahogany Table or the Capacious Settee—exact counterparts of the work of the Georgian Craftsmen.

The Grand Rapids Furniture Company

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34 and 36 West 32d Street

Between Fifth Ave. and Broadway

New York

And—Ours Are the Only Safe

Deposit Vaults in Greater New York that keep open till nine o'clock Monday, Wednesday and Saturday nights.

Convenient, isn't it?

'Phone "Main 6900"

PIONEER

Fireproof Storage Warehouses

37 to 51 Flatbush Avenue

At Nevins Street Subway Station

Ask the People for Whom We Work

The time to decide is now—

Will you secure inexpensive, pleasurable mileage, or— "just tires"?

"Goodrich Service" is no abstract phrase. It means, first of all, GOOD WILL service—and a square deal to all. It is backed up by the greatest organization ever provided to keep in touch with and care for the tire user's wants.

"Goodrich Service" is neither new, patentable nor sensational; it is as old as

GOODRICH TIRES

MADE OF REAL RUBBER

The Original American Clincher

The integrally molded tire; built as a unit and cured as a unit—combining the qualities which only FORTY YEARS of rubber manufacturing experience could produce.

One hundred branches and service stations take care of the tire user after sale. A complete system of distributing houses—supplied with tires in all styles, to fit all rims, to suit all purposes—where replacements are always convenient and adjustments always satisfactory to the tire user.

There has never been a season when the direct unforced demand for Goodrich Tires did not exceed *by thousands* the utmost capacity of our factories. The issue has been met this year by a *tremendously increased capacity* which will enable us to care for dealers and users to the fullest extent.

With the White Tough Tread

Will you buy "just tires," or partake of *Goodrich Service*—in both pleasure and mileage a proven quantity.

The B. F. GOODRICH CO. AKRON, OHIO

Largest in the World

Are your clothes getting seedy?

Time for new Spring things anyway.

All here ready to put on.

Everything men and boys wear.

ROGERS PEET COMPANY,

Three Broadway Stores

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INQUIRY BY CONGRESS INTO TITANIC'S LOSS

Mott of New York Introduces Resolution Covering Lifeboats and Wireless.

MANY DEFECTS IN THE LAWS

House Adopts Resolution of Sympathy, and Chaplains Mention Disaster in Their Invocations.

Special to The New York Times.

WASHINGTON, April 16.—The sinking of the Titanic will be investigated by the House Committee on Merchant Marine and Fisheries. Representative Luther W. Mott of New York late this afternoon introduced a resolution calling for such an investigation.

Other members are contemplating the introduction of bills and resolutions on the subject and these seemed to be strong sentiment among members to-day in favor of legislation to compel ocean-going steamers entering America to carry enough lifeboats and rafts to accommodate every person allowed by the Inspector's certificate to be carried, including the officers and crew. The sentiment in favor of such legislation is predicated upon the belief, strongly held here, that practically all of the Titanic's passengers could have been saved if there had been sufficient lifeboats and rafts for their accommodation, while the Carpathia, Parisian, and Virginian were rushing toward the scene of the great sea tragedy.

Even without resolutions by members the Titanic disaster would be investigated. Judge Joshua W. Alexander of Missouri, Chairman of the House Merchant Marine Committee, asserted to-day that, in his judgment, legislation would follow the loss of the Titanic and be preceded by an investigation.

Judge Alexander questions the wisdom of building such large steamers for passenger traffic, but, wholly aside from this aspect of the question, he is inclined to believe that two matters will stand out valiantly in the Congressional consideration of the remedy to be applied in the hope that similar accidents may be prevented or lessened. These are:

The insufficiency of lifeboats on the Titanic.

The failure of the wireless apparatus of the Titanic after the first few fragmentary appeals for help were sent.

"We have not yet obtained the facts as to the sinking of the Titanic," said Judge Alexander, "but from the meagre reports concerning that frightful disaster it seems to me that there are two important phases of the matter which should be considered with a view to legislation—the wireless and the lifeboats. The failure of the wireless shortly after the accident occurred was probably due to the dependence of the Titanic's wireless upon the boilers and machinery of the vessel for power. I have been informed that this was the case. That is my understanding, and, if so, then it would seem to me that, if possible, there should be some arrangement by which the motors supplying power for the wireless equipment of such vessels should be wholly separate and independent from the main machinery plant of the vessel. Then if the inflowing waters put out the ship's fires the separate boiler plant and motors for the wireless may be kept in operation while efforts are being made to rush aid to the vessel in distress. In a vessel of such size as the Titanic, it seems to me, there should be no difficulty in finding room for such a separate plant for wireless motors and boilers.

"The meagre reports thus far received indicate that not more than one-third or one-fourth of the Titanic's passengers were saved, although four hours intervened from the time she struck the iceberg until she went to the bottom. This would have been ample time in which to have transferred her passengers and crew to lifeboats if there had been enough boats. The failure to provide such boats seems to me to have been due to gross negligence, and suggests want of care in the inspection of the vessel. The disaster also directs attention to the serious defect in the laws if they do not require, as they should, that ships carry ample lifeboats for just such emergencies as this.

"It demonstrates to my mind that ships of such huge size are subject to peculiar hazards, and that in the event of accident the results may be most appalling, on account of difficulties in navigating them. This was shown before in the accident to the sister ship Olympic, in the English Channel. There should be a halt called upon the construction of such marine monsters. There is no commercial need for them. They are more liable to accidents, I believe, than vessels of lesser size that can be better manoeuvred in any emergency and with greater care. The fact that these leviathans carry so many passengers seems to me to be an argument against their construction, since, when they sink, the loss of life is so much greater."

Judge Alexander spent some time to-day examining the navigation laws of the United States applicable to transoceanic liners and passenger craft. Section 4,488 of the Revised Statutes is the one covering the lifeboats, with which ocean vessels must be manned. This section is from the act of March 3, 1905, which was passed shortly after the Slocum accident occurred. It provides that such vessels must be provided with "such numbers of lifeboats, floats, rafts, life preservers, life-carrying projectiles and the means of propelling them, and drags as will best insure the safety of all persons on board such vessels in case of disaster."

This section of the law is as applicable to ocean as to lake, bay, or sound steamers. Section 4,400 of the Revised Statutes, as enacted in 1882 and amended in 1895, 1902, and 1906, provides that all foreign private steam vessels carrying passengers from any port of the United States to any other place or country shall be subject to the provisions of the navigation laws.

It provides that such vessels shall be subject to Section 4,488, but there is a proviso which would make Section 4,488 non-applicable to the Titanic. This proviso reads:

Provided, however, that when such foreign passenger steamers belong to countries having inspection laws approximating those of the United States and have unexpired certificates of inspection issued by the proper authorities in the respective countries to which they belong they shall be subject to no other inspection than necessary to satisfy the local inspectors that the condition of the vessel, her boilers, and life-saving equipments are as stated in the current certificate of inspection; but no such certificate of inspection shall be accepted as evidence of lawful inspection except when presented by steam vessels of other countries which have by their laws accorded the steam vessels of the United States visiting such countries the same privilege accorded herein to the steam vessels of such countries visiting the United States.

The Titanic had a British certificate of inspection, and under the section of the law just quoted the American Inspectors would only have been required to ascertain whether the life-saving equipments of that vessel were in accordance with the requirements of the British Government and as stated in the Titanic's British certificates of inspection. The Titanic being on her maiden voyage, had never been inspected in this country, and if she had arrived safely at New York she would have been subject to no other inspection than was necessary to satisfy the local inspectors that her condition was as stated in her British certificate.

American river steamers are required by Section 4,482 of the Revised Statutes to have a good life preserver for every cabin passenger for which she has accommodation, and also a good life preserver or float for each deck or other class passenger which the Inspector's certificate allows the boat to carry, including officers and crew. Life preservers, Judge Alexander believes, would have been of little use to passengers on the Titanic, but he said to-day he believes ocean-going vessels should be compelled to have boats and rafts enough to accommodate every soul aboard and keep them afloat until the wireless apparatus brings help.

Ocean steamers entering American ports and having American certificates of inspection are governed by Section 4,488, Revised Statutes, which reads in part:

Every steamer navigating the ocean * * * shall be provided with such numbers of life boats, floats, rafts, life preservers, line carrying projectiles and the means of propelling them, and drags, as will best secure safety of all persons on board such vessels in case of disasters; and every sea-going vessel carrying passengers * * * shall have the life boats required by law, provided with suitable boat-disengaging apparatus so arranged as to allow such boats to be safely launched while such vessels are under speed or otherwise, and so as to allow such disengaging apparatus to be operated by one person, disengaging both ends of the boat simultaneously from the tackles by which it may be lowered to the water.

This section of the law does not state that in lifeboats alone there shall be enough of them to care for every ocean-going passenger, officers and crew aboard, but that the "boats, floats, drays, rafts, and life preservers," combined shall be sufficient "to take all persons on board."

This same section of the statute does provide that the "Board of Supervising Inspectors shall fix and determine by rules and regulations the character of lifeboats, floats, rafts, life preservers, &c., that shall be used on such vessels, but this, Judge Alexander points out, deals with the "character" rather than the "number" of lifeboats to be carried.

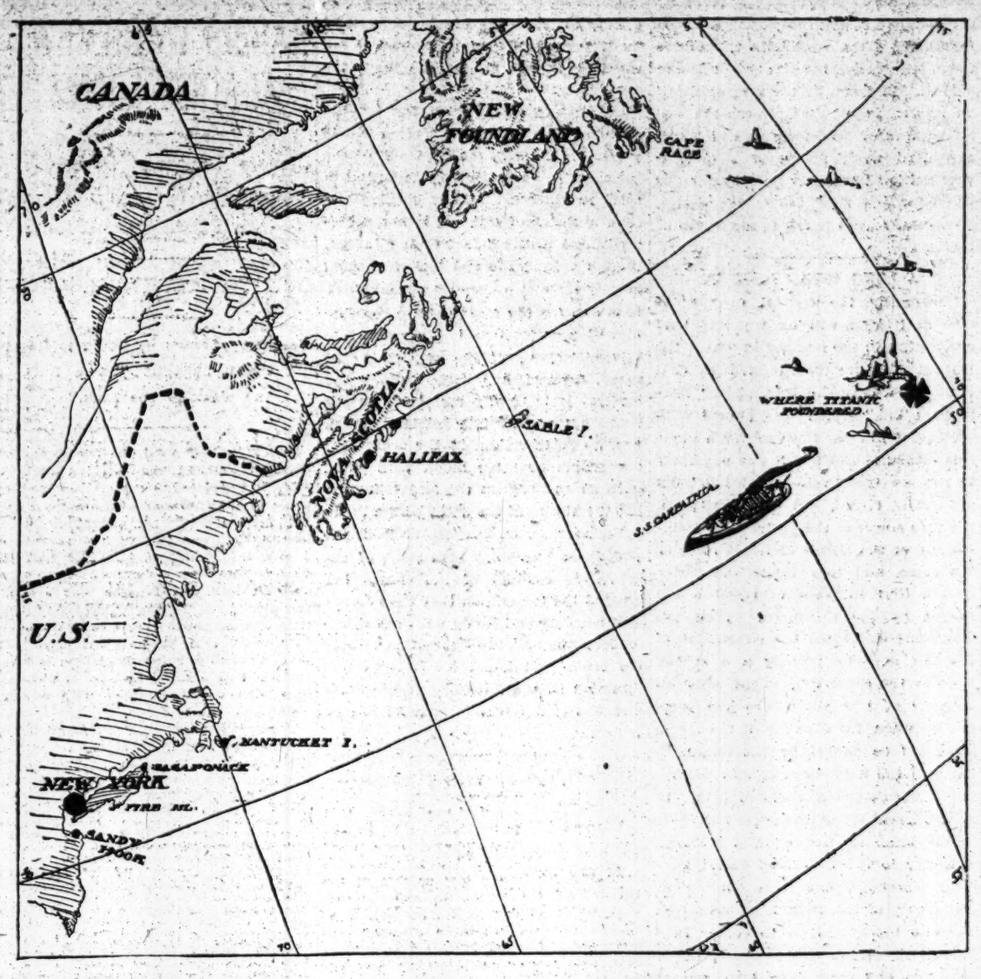
The Chaplains of both houses of Congress mentioned the Titanic disaster in their invocations to-day.

Chaplain Pierce in the Senate referred to the "sore distress of our people, and the sad fate that has overtaken our brethren on the great deep," and asked divine comfort.

Chaplain Couden in the House prayed for more stringent laws for the protection of travelers by land or sea, as well as for those exposed to fire and flood.

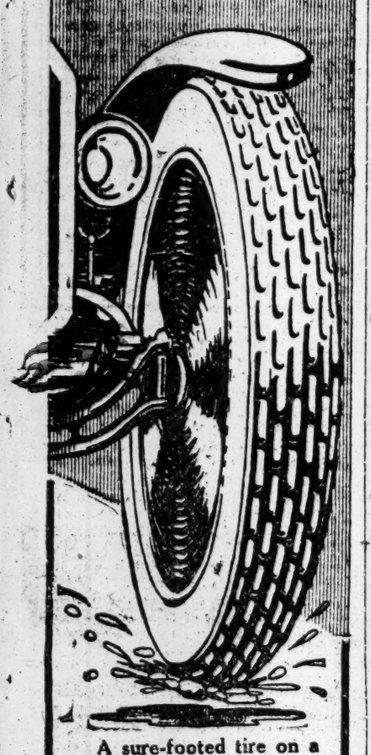
The House of Representatives unanimously adopted a resolution to-day extending sympathy to the relatives of those who met their death in the disaster of the Titanic. The resolution was offered by Representative Austin of Tennessee, Republican, and reads:

"Resolved, That this House has heard with profound regret and sorrow of the appalling loss of life on the steamship Titanic and expresses its deep sympathy for the relatives of those who perished in that great disaster."



Map Showing Where the Titanic Foundered and Course of the Rescue Ship Carpathia.

REPUBLIC STAGGARD TREAD TIRES



A sure-footed tire on a wet road.

Those long, high, solid-rubber studs refuse to slide sidewise on wet asphalt or mud. They present to a side-thrust the powerful resistance of six rubber edges, although in going forward there is no roughness and no abnormal heating, because the studs overlap.

This tire is the cheapest form of automobile accident insurance. Mileage considered—it is the cheapest tire of all.

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Standard Equipment on Cole Motor Car.

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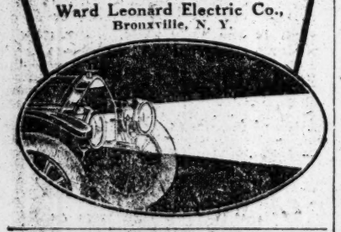

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A PRESCRIPTION, NOT A PATENT MEDICINE. Free from OPIATES and NARCOTICS. Further particulars and testimonials from people YOU KNOW sent upon request. They must convince you. At Hegeman's and Riker's and all druggists, in $1 and $2 boxes, or sent direct. THE MAGISTRAL CHEM. CO., Flatiron Bldg., N. Y.

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THE UNIVERSAL CAR

At 6's and 7's the world is sure to be—to him who has not learned to center his effort. We will make—and sell—seventy-five thousand Ford cars this year—because we have concentrated our enegies upon the building of one—and only one—good car.

And today there is no other car like the Ford Model T. It's lightest, rightest—most economical. The two-passenger car costs but $590, f.o.b., Detroit, complete with all equipment, the five passenger but $690. Today get Catalogue 101—from The Ford Motor Company, 1723 Broadway, New York, or from our Detroit factory.

Experienced Buyers know that a REBUILT Locomobile is the best "buy" in the second-hand market.

Various Models, Overhauled, Repainted and Sold with the Locomobile New Car Guarantee.

7-Passenger 1911 Touring, "48" H. P.
5-Passenger 1911 Touring, "30" H. P.
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6-Passenger 1910 Limousine, "30" H. P.
5-Passenger 1910 Touring, "30" H. P.
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4-Passenger 1909 Baby Tonneau, "40" H. P.
7-Passenger 1909 Limousine, "40" H. P.
And others.

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Prices Reasonable.

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Greatest Tire Sale in Years
ALL OF OUR TIRES
of all the best makes,
Including the Recent Shipment of all sizes,
WILL NOW BE SOLD
Regardless of Cost
We have RENTED our Broadway store and must VACATE by May 1st.
And it is our intention to
CLOSE OUT OUR ENTIRE STOCK!
Buy Your Season's Supply Now
Present Low Prices will not occur again.
Dealers in Quantity Lots
Invited to call and make offers.
Jandorf Automobile Co.
TIRE AND BODY DEPARTMENT,
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REMADE CARS
$800 to $2,000.

Our 1909 and 1910 Cars—remodeled at our factory, in Dayton, Ohio, are in every sense of the word 1912 Cars—It therefore enables a prospective buyer to purchase a high-grade Car at the same price as a cheap new one. They are guaranteed. Used Car Dept.
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The Correja motor cars are sold principally through their reputation and good qualities displayed by the car itself. It is appreciated wherever it goes. At the end of each season we have a number of cars which we have taken in exchange for new or larger models. We have on hand at present Runabouts and Four-Passenger Touring cars that have just as many miles in them as new cars. Once use a Correja you will continue its use, and buy no other make.
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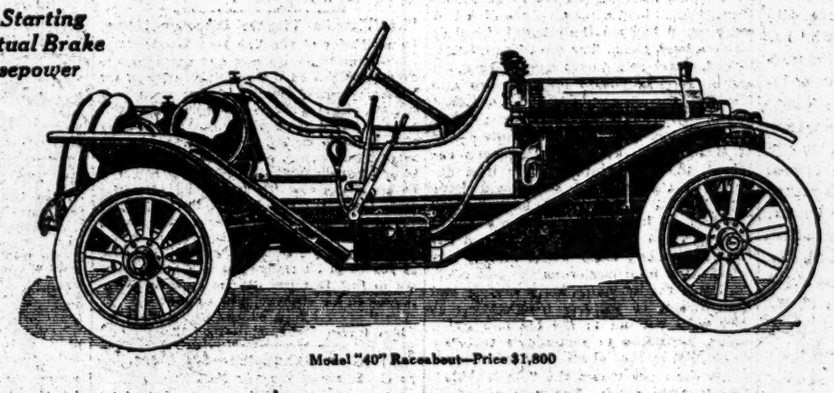

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NEW YORK, WEDNESDAY, APRIL 17, 1912.

THE SACRIFICE AND THE CAUSE.

All knowledge of the greatest of sea tragedies is as yet incomplete and confused. We know that a few more than a third of the human beings on board the Titanic were rescued, some of them probably after great suffering from shock and exposure to the cold and wet in open boats for several hours, and that most of the survivors are women and children. We know also that with the Captain and most of his crew (all but the few appointed to man the lifeboats) many men of great prominence in the world, of usefulness to society, went down with the stricken ship. There is no ground for hope that any persons have been saved other than those on the Cunard Line steamer Carpathia. We know the hour the White Star liner struck the iceberg, and that she foundered four hours later. That is the extent of our knowledge.

Nevertheless, certain inferences are obviously fair. The Titanic's Captain was striving to make the first voyage of his new ship noteworthy for speed. He must have had information of the danger of icebergs in his path. He must have known when ten miles or more from the huge mass of ice into which the Titanic ran at full speed that the danger was near. He could have noted the fall in the temperature on the bridge, where he was presumably posted at the time of the collision, as the fog was thick.

It seems an assured fact that if the Titanic had carried enough lifeboats to hold all its human cargo there would have been no loss of life. The Titanic, like the other great liners, carried lifeboats enough for only one-third of its passengers and crew. Lifeboats have been regarded, on these splendid modern ships, as mere concessions to the prejudices of the traveling public. There will be a spontaneous call now for more lifeboats, a sufficient number for any emergency, on all passenger ships, even if some of the space given over to purposes of comfort and luxury be sacrificed to make room for them. Doubtless they will be provided. But it must be borne in mind that if the Titanic's boats had been launched in a stormy sea few of them might have kept afloat until the Carpathia hove in sight. Lifeboats are the last resort in sea disasters. None of the great liners should be so recklessly managed as to make their use necessary in any emergency. There should be enough of them, of the stanchest kind, but it is clear that the resort to them, for a pitifully small number of passengers in comparison with the number of those who perished, in the case of the Titanic, was due to a grave error of judgment.

It is not fairly to be argued from the quick destruction of the largest and perhaps the best-equipped of ocean steamers that the large modern boats are less safe than the smaller ones. They are, in fact, much safer, and human life on them, in the ordinary conditions of travel, is as safe as it is anywhere on the earth's surface. But no ship has ever been built, or ever will be, that can withstand the effect of a head-on collision, while going at full speed, with a monster iceberg. The risk taken by the Titanic's Captain was too great. The result justifies the extreme caution of some ship commanders who, caring less for records than for safety, proceed through fogs at quarter speed, whether or not they have reason to fear icebergs. The Titanic was crossing by the shortest northerly route, while floating ice in large quantities in this part of the ocean has been reported frequently of late. Yesterday the order was tardily given to transatlantic liners to cross, both eastward and westward, by the more southerly route hereafter.

The anguish caused by the great calamity cannot be assuaged by words. Comment on the sacrifice of more than 1,300 lives is hardly required. The mind but faintly pictures the hours of terrible suspense on the decks of the Titanic after the last lifeboat had pulled away in the fog, the last farewell had been spoken in the enforced parting of husbands and wives, brothers and sisters, fathers and daughters. If the list of the saved received by wireless may be relied upon, the fact is assured that some wives remained on board, in spite of the Captain's orders, to die with their husbands. There is consolation in the reflection that the Marconi wireless, the newest of the forces through which man is demonstrating his supremacy over the storms and waves, caused the rescue of all who could be crowded into the ship's boats. In this case, if there had been boats enough, all might have been saved. But that might not always be true, might too rarely be true in shipwrecks. The clear lesson of the Titanic disaster is that the strongest boat in the world cannot with safety be swiftly propelled through fog when icebergs are afloat.

Ocean travel to-day is as safe as ever it was. In fact, extra precautions will be taken on all passenger vessels this Summer. Many persons who have planned European trips this Summer will doubtless be impelled to change their plans, but to do so will be to give way to sentiment and emotion rather than to be guided by reason. But the effect of the disaster on the business of ocean transportation, indeed any pecuniary loss sustained through it, is of comparatively slight consequence in view of the terrible sacrifice of human lives. It is surely the most expensive steamship disaster that ever occurred. But it is much more than that—it is a tragedy of the sea so pitiful and so shocking that the memory of it will not be obliterated in the flight of years.

THE SPEED LIMIT.

That there should be no speed limit in this city, save that of thirty miles an hour imposed by the Callan State law, was soberly contended before the Board of Aldermen on Monday by Chairman WILLIAM H. PAGE of the Automobile Club's Law Committee. Mr. PAGE would have the present city ordinance repealed, which forbids a speed of more than eight miles an hour in the congested districts. It should be repealed, we think, but a definite speed limit, say of fifteen miles an hour, should be imposed.

More than this rate of speed is perilous in any part of Greater New York. In some places, and in some circumstances, speeds down to four miles an hour are dangerous, and the police should have the discretion of arresting drivers who fail to take into account special conditions at dangerous curves and crossings. But we have already had too much of the Callan law's thirty-mile rule in this city. If Mr. PAGE is not convinced by the rapidly accelerating ratio of injuries and fatalities, which has produced a total of 263 dead and 1,663 maimed within two years, most other serious and responsible motor-car owners are of opinion that the limit of safety for customary city speeds has been reached and passed.

The police and Magistrates, such as have not read the provision of the Callan law that validates the city's present ordinance, have failed to respect its terms. It should be enforced, and rigorously, until superseded by an ordinance somewhat increasing the speed limit. But it should never permit of high speeds that may be safe on rural highways.

SAFEGUARDS AGAINST DISASTERS.

No steamship company in the world can insure itself against such enormous losses as those on and with the Titanic. This single loss will wipe out any practicable reserves of self-insurance in the White Star's manner. What is more, no underwriters will take the risk of loss off the company's shoulders. Lloyds both limited the amount of its risk, and required the company to bear a part of it itself, as is done under the co-insurance clause familiar to all who insure in fire companies on land. The first $750,000 of loss falls upon the owners of the vessel, and there was $11,750,000 more of insurance. But this is merely a partial statement regarding ship and cargo. There must have been personal accident and life insurance to a total impossible to give. Yesterday's guess was a total loss of twenty-five millions of dollars. But nobody knows what was in the mails. One passenger, it is said, had jewels worth a very large sum, and there was said to be a shipment of diamonds worth several millions. Such details make it clear that the material loss was greater than that in a month of modern warfare except upon a greater scale than in any recent experience, and the loss of life was more than that of all slain by bullets in several recent little wars. The point is not that the material loss is comparable to the loss of life, whatever either was, but to raise the question of how such shocking losses of both life and property may tend to the devising of safeguards against such calamities in future.

The shock will act toward this end in two ways. There will be legislation, and there will be a stiffening of requirements by insurers. Already there are signs of action in both respects. The risks, after all precautions have been taken, will be limited, even more stringently than in the past. At times shipments of bullion from this side have been reduced to the insurance obtainable, and it is said that there was more insurance wanted than could be had on the Titanic. Promptly upon her loss it was said that the rates had been raised. It was but natural. The London underwriters during the first quarter of this year had suffered forty-seven losses, to a total of £1,708,700, with vessels enough overdue to make the total over ten millions of dollars, without the Titanic. It is said that this is the severest experience for forty-seven years.

Happily for others than the insurers it may be trusted to bear fruit. The records will carry more stringently than ever the accident experience of both companies and commanders. Those who make great shipments will divide them, not putting too great risks in one bottom. In short, by the very shock of an unprecedented disaster the sea will be made safer by influences which will safeguard weak points in a manner that neither passenger nor shipper nor legislator can rival for searchingness. Reassurance, not panic, is the lesson of the loss.

A LONG FIGHT BEGUN.

Necessarily the contest over home rule in Ireland will be a pretty long one, owing to the manner in which the Liberal Ministry has elected to deal with the House of Lords. The "Parliament bill," which was passed with the intent to clear the way for a home rule measure, and which was popularly known as the "veto-repeal bill," did not really repeal, but only restricted, the veto power of the peers. The membership of the House of Lords remains the same, and they retain the power in the first instance to reject a bill passed by the Commons. Then the Commons can force the enactment of the bill only by passing it a second time in the same Parliament after an interval of two years. In the present instance, for example, if the Home Rule bill be passed by the Commons early in the Summer it cannot become a law before the Autumn of 1914. In that interval many things may happen.

The Ministry has a good working majority in the Commons on all ordinary questions, but it is entirely at the mercy of the Irish Nationalists on the one hand, and on the other may find itself at the mercy of the Labor Party at any time. The bye-elections of the past six months have been unfavorable to the Government. If they should prove equally so for the next two years the strength of the Government would be seriously impaired. Recent events, especially those connected with the perilous situation created by the coal strike, have undoubtedly tended to help the Conservatives, and at the same time have deeply excited the laboring classes. What the net political result may be, the most careful party experts are unwilling to say. Meanwhile the horizon is far from clear in foreign affairs, and in times of trouble in that direction the British people have generally shown a disposition to turn to Conservative leadership. The intervening two years before final action can be taken as to home rule may bring serious changes.

HOME TO ROOST.

Mr. ROOSEVELT has seized on the factional fights in the Republican Party with his usual skill and rather less than his usual scrupulousness. The tools he has chosen to employ are no cleaner than those of his opponents, but it would be foolish to deny that the machines which suffer in these primary contests richly deserve what they have got. It is a pity that so good a man as Mr. TAFT should be involved in their punishment, but the punishment itself is not distasteful to decent men generally. Reverses for PENROSE in Pennsylvania and LORIMER in Illinois are in themselves entirely desirable. Nor can we forget that in the first great decision that Mr. TAFT had to make in his Administration, the decision of the iniquitous Tariff bill of 1909, he cast in his lot with the men whose selfishness has brought the party to its present condition. That Mr. ROOSEVELT had himself done very much the same thing during his seven years of office is discreditable to him, but it does not relieve the President of responsibility for his course.

The difference between the two men is plain enough. The one is an honest party man, who believed that he was insuring the best interests of the country in avoiding an open rupture with the leaders of his party, and who has since done all in his power to secure a real compliance with the pledges of his party. The other is the pushing demagogue who is with or against any machine or any politician as suits his ambitious plans. The popular resentment toward the machines and the politicians supporting Mr. TAFT has been in the present situation a substantial aid to Mr. ROOSEVELT, but there is no reason to suppose that it will defeat either the nomination or the election of Mr. TAFT.

THE BAR AND THE RECALL.

A very sensible course was adopted at the meeting of the State Bar Association at Albany with reference to the recall. On the one hand the vice of the recall, and, still worse, that of the wild doctrine of the popular reversal of constitutional decisions, was distinctly recognized and a committee of fifteen was provided for to "co-operate with the "American Bar Association to the end "that the principles involved in the "movement may be thoroughly ex-"plained to the people." On the other hand, this committee was instructed to investigate the reasons for the existence of this sentiment and to suggest a remedy.

We venture to say that most lawyers will agree that there are certain pretty distinct reasons for the sentiment in favor of direct popular control of the judiciary, some of which are not without foundation in the conduct of the courts, while others are utterly irrational and mischievous. For the latter there is no remedy except the slow process of popular education. In that process the lawyers can, if they will, be of great service. As a body they command the attention and in large degree the respect of the people, and if they are earnest, patient, and sincere in their efforts to make the people understand the hopeless evil of direct control of the courts they can gradually remove the existing misconception.

But the substantial reasons for the anti-court feeling in the United States are to be found in the tendency of the judiciary to be excessively technical in their judgments. This is nothing less than a National evil. It is not necessarily due to the defect of the Judges, though a picayune and technical mind in a Judge will aggravate the mischief. It is due for the most part to the system of practice that has grown up in this country, by which litigation is confused, delayed, and made tedious and costly. It is hardly too much to say that we are as a people helplessly given over to pettifogging, in the sense that our courts deal too much with small matters and neglect the larger, involving the merits of the cases before them. Whether from inclination, or from the clumsy and complex provisions of the laws, the conduct of the courts has created the impression that they do not deal sensibly and justly with the rights of litigants, and the impression is only too often well founded. It is in this direction that the inquiry of the State and National Bar Associations can be fruitful.

TOPICS OF THE TIMES.

Women First Certainly Is the Law.

In the sense that legislative statutes and company regulations are lacking, there is no law or rule of the sea ordaining that women and children shall be saved first and men last, if at all, in case of maritime disaster. In other and higher and sterner senses, however, that law or rule certainly does exist, and though the Captain, ship's officer, member of crew, or male passenger who violates it will not be sent to prison, his punishment will be the fierce contempt of all who hear of his act—a penalty so hard to bear as to make life intolerable to men of any sensitiveness to the opinions of their fellows.

This is one of those ultimate and indisputable laws that Prof. SUMNER called "folkways"—a law founded on the nature of things and of human beings, and resting on the very deepest of physiological and psychological foundations. It is often easy, seemingly, to prove that this or that man is worth more to the race than this or that woman or child, and therefore should have the preference if all cannot be saved, but there is an instinctive feeling that every such argument is fallacious, or at least that the only defensible or excusable exceptions to the rule are those required for carrying it out.

One or a few men, for instance, may go with each boatload of women and children sent from a sinking wreck, but if they enter the boat for any other reason whatever than for the necessary exercise of their strength and skill in bringing it to safety they will find themselves shunned as alien to humanity wherever they go ashore. Even involuntary violations of the law are often punished, especially in the case of Captains, with a harshness hard to distinguish from cruel injustice, but these cases are only among the negligible hardships which the best of laws almost always inflict upon a few individuals.

However valuable to his race a man may be, he can serve it best by giving his life for the inexorable maintenance of this ancient custom. The greater his sacrifice the greater his service, and none other compares with it in importance.

Another Wireless Triumph.

In spite of the fact that, even with the assistance of wireless telegraphy, a majority of the Titanic's passengers were lost, there is no reason whatever for reducing any of the claims hitherto intelligently made for that invention as decreasing the perils of the sea.

To realize what the wireless did in this case one must think, not of those who were drowned, but of those who were saved. Probably every one of the latter owes his life or hers to the fact that the news of the collision with the iceberg and the appeal for aid could be sent out with a promptness and to a distance far beyond what would have been possible in the near past.

Not improbably, in the old days the loss of the Titanic would have remained forever a mystery of the sea as black as is that which shadows the fate of the Naronic. No other vessel was in sight, and none would have passed the scene of the tragedy until long after all signs of it had disappeared had not the etherial signal of distress been given. The too few lifeboats, indeed, could and would have been filled and launched; probably some of them, and just possibly all, would have been picked up or have reached the shore. The chances were, however, that, before either of these forms of safety had been attained, the bad weather never long delayed in that unquiet sea would have overwhelmed the crowded boats. With the best of luck their occupants would have suffered terrible hardships, and the fatalities among them would almost certainly have been numerous.

All this the survivors were spared, and they owe it to wireless telegraphy that they were not out in the fog and storm which, according to yesterday's reports—received by the same means—so soon swept the place where the "unsinkable" Titanic went down. The new means of communication has not removed all the perils of ocean travel, but its diminution of them could hardly be better illustrated than in this dreadful instance.

Col. Lampton Responds.

To the Editor of The New York Times:

I am paralyzed speechless by the rude, not to say cruel and unusual, onslaught made upon my neo-classic verse by Mr. G. C. Blessin of Summit, N. J., in Sunday's TIMES, and my several secretaries dropped dead when they read it. The last words of one of them—my favorite, by the way—were:

Oh, say,
W. J.,
Didn't Blessin
Give you a caressing?
Gee!
See?

My reply is thus brief because I have a new staff of untrained secretaries and I have to dictate in the sign language, to which we are all unaccustomed. W. J. L.

New York, April 15, 1912.

Rear Searchlights for Trains.

To the Editor of The New York Times:

Apropos of the suggestion made in your Sunday "Notes and Gleanings," it would seem that a searchlight on a train throwing a beam up into the air and to the rear, at an angle of 45 degrees, might be of more service as a warning to overtaking trains than one pointing directly back.

Would not a light of moderate power so arranged serve as a signal to a train two or three miles away? H. W. G.

New York, April 15, 1912.

RABBIS WARN JEWS AGAINST SOCIALISM

Deplore Laborers' Desertion of Synagogue Through Discontent with Existing Conditions.

DUE TO INDUSTRIAL STRIFE

Tendency Shown by Some to Regard the Synagogue "as a Bulwark of the Rich."

BALTIMORE, April 16.—The inroads of Socialism among the working class of Jews was deplored in reports and speeches made at the conference of American rabbis here to-day. A committee which investigated this subject last year made a report in which it was said that the tendency to break from the synagogue and all forms of religion was growing less among the working classes than some time ago, although Rabbi R. J. Coffee of Pittsburgh said he was convinced that more than ever before Socialism is being embraced as a creed by Jewish workingmen who are dissatisfied with existing conditions.

The committee suggested that open conferences be held to study the relation of laboring people to the synagogue, so that the problem could be met and dealt with by the congregations.

The report of the committee which investigated the attitude of the Jewish industrial classes toward the synagogue and their religion said that "the industrial conflict has aroused in some Jews an antipathy for religion, especially the synagogue as the institution of religion, because it is believed that the synagogue has become the bulwark of the rich, the defender and advocate of the modern taskmaster. It is distressing to observe that our altars, always regarded as the unifying and pacifying influence par excellence, have lost their hold on so many of our working people."

The committee, however, finds that "the working people are becoming less violent in their opposition to the synagogue and less denunciary in their criticism of religion than a few years ago."

Art Outside of Galleries.

Until Saturday there will be held in special galleries at the Gimbel store an exhibition of eighty paintings, thirty-four of them by members of the N. A. and the A. N. A., at whose suggestion the exhibition was arranged. For more than a year members of the two societies have been casting about for a satisfactory means of getting in touch with the great part of the public which never visits a picture gallery. An exhibition in some public place was finally decided on, and the co-operation of the Gimbel store was gladly accepted.

NOT ENOUGH LIFEBOATS.

Adolph Lewisohn Shows Lack of Provision for "Rear Rank."

To the Editor of The New York Times:

The Titanic catastrophe, which has resulted in the loss of so many lives, has justly shocked our entire community. For many years many have thought that better lifeboat provision should be made for the saving of life in case of accident. Should it not be required that every steamer should carry enough lifeboats to take care of all its passengers and crew and without overloading?

To send such a steamer to sea with a valuable cargo of human lives, with lifeboat provision for only a small percentum, and with a rule as to the order in which the lifeboats could be availed of by those on board, is the equivalent of sending it to sea with no lifeboat provision whatever for those in the rear rank, unless it can be shown that, in the event of such a disaster, a large percentum of those on board can probably be saved without any lifeboat provision. There should be enough lifeboats, even though it might take an extra deck or part of an extra deck to provide for them. Possibly also other lifesaving devices could be added. The safety of the people should be the prime consideration, and there should be adequate and equal provision for all, male and female, rich and poor, old and young, passengers and crew.

Many of the elaborate decorations now in vogue could be well omitted and a more inexpensive table would be satisfactory to the traveling public. The fierce competition in luxury should be abandoned. I believe the great steamship companies would prove able to solve this lifesaving question satisfactorily if they would only give as much attention to it as they now do to competing in the matter of luxuries. If the above shall seem like advocating undue precautions I hope that the appalling nature of this awful calamity will excuse me.

ADOLPH LEWISOHN.

New York, April 16, 1912.

The Times's Titanic Disaster News.

To the Editor of The New York Times:

Permit an interested reader of newspapers to compliment you on this morning's story of the Titanic wreck. All copies of your paper were sold out at the uptown stands by 8 o'clock this morning, and I was forced to read two columns of a one-time worthy rival. I read two columns, then stopped, lest I spoil my breakfast. Later I had the pleasure of reading your story—all seven pages of it. Though all of it was good, I will say that I think the color story one of the finest pieces of newspaper writing I have ever seen. It is a marvel of clever, restrained, and yet effective, writing. Excelling as you do in all features, it is a great pleasure to find that you are the most to be depended on for straight news as well.

A TIMES ENTHUSIAST.

New Haven, Conn., April 16, 1912.

Edition Exhausted—No More.

To the Editor of The New York Times:

I have been requested by a number of the art teachers of our high schools to ask if there is any prospect of your publishing a further edition of the Abbey prints. These reproductions have been largely used throughout our high schools and we have had many inquiries for additional copies. JAMES P. HANEY,
Director of Art in High Schools.

New York, April 13, 1912.

Candidates for Both Parties.

To the Editor of The New York Times:

If the Republicans will nominate Justice Hughes for President and a good business man like George M. Reynolds of Chicago, for example, as Vice President; and the Democrats nominate Mayor Gaynor and Dr. Wiley as their candidates, it won't matter which party is victorious. W. J. DORAN.

Los Angeles, Cal., April 10, 1912.

THE MASTERY.

Man builds a huge leviathan, and cries:
"Behold how great my power! How vast my skill!
Old Ocean's wide domain is mine this hour;
Ocean himself, submissive to my will."

Then Mother Nature smiles—A sudden shock—
Ocean has proved he is no willing slave.
Of man's supremacy he makes a mock;
His Titan lies, the sport of every wave.

But yet man's spirit never brooks defeat;
Such checks but serve to make the end more sure—
His final victory the more complete—
His mastery of the ocean more secure.

GEORGE B. MOREWOOD.

J. S. BARNES LEFT $1,840,000.

Whole of the Banker's Estate Is Willed to His Wife.

John Sanford Barnes, a member of the banking firm of J. S. Kennedy & Co. and a railroad President, who died Nov. 22, 1911, left an estate valued at $1,840,413.50, of which $1,590,413.50 was personalty, according to an appraisal filed yesterday in the Transfer Tax Office of the Surrogates' Court by Deputy State Controller Fraser. His realty holdings consisted of his home at 10 East Seventy-ninth Street, worth $250,000. The bulk of his securities were railroad stocks and bonds and some commercial paper.

His largest holdings were bonds of the St. Paul, Minneapolis & Missouri Railway Company, worth $61,262; 1,000 shares of Atchison, Topeka & Santa Fé Railway Company, worth $104,000; 1,070 shares of the Atlas Portland Cement Company common, worth $77,575; 3,000 shares of the Tidewater Oil Company, worth $312,000, and 500 shares of the New York, New Haven & Hartford Railroad Company, worth $70,875. His paintings and bric-à-brac are valued at $61,190.

By the terms of the will Mr. Barnes left his entire estate to Susan Bainbridge Barnes, his wife, and appointed her and John Sanford Barnes of 49 Wall Street, his son, the executors.

LEGACIES FOR CHARITIES.

Jacob W. Mack Bequests for Montefiore Home and Hebrew Orphan Asylum.

Jacob W. Mack, at one time President of the Society for the Prevention of Cruelty to Children, who died April 1, left an estate estimated to be worth more than $100,000, according to the will admitted for probate yesterday in the Surrogates' Court. He was always interested in charitable institutions, and left bequests to some in New York and to some in Bavaria, Germany. His New York legacies consisted of $10,000 to the Mt. Sinai Hospital and $2,500 each to the Hebrew Orphan Asylum, the Home for Aged and Infirm Hebrews, to the Montefiore Home and to the Society for Ethical Culture. To each servant who had been in his employ more than five years before his death he left $500. The residuary legatees are Jennie and Ella Hyman, relatives in this city.

PLEDGES COLONEL WILL KEEP

All If He Wins, Roosevelt Tells an Illinois Crowd.

CHICAGO, April 16.—Col. Roosevelt arrived in Chicago at 8:55 o'clock this morning, and left an hour later for a tour of Nebraska and Kansas. Dispatches telling of Representative McKinley's charge that the Colonel is attempting "to disrupt the party" were shown him. Col. Roosevelt smiled a big smile and said:

"I am feeling fine. I have nothing to say. Anything I have to say of political matters will be said in my speeches."

GALESBURG, Ill., April 16.—A large crowd was waiting at the railway station here to see Col. Roosevelt when he reached Galesburg to-day on his way to Nebraska. The Colonel went to the rear platform and made a short speech.

"There isn't much for me to say," he said. "Illinois has said it for me. We will win in this contest if the people are given half a chance. If we win, every promise I have made will be kept to the letter. It isn't what I have done, but what you have done here in Illinois. If we win we will try to pass, in every State and in the Nation, laws that will make life a little easier for the ordinary man."

ACCUSE PINCHOT AND DIXON.

Taft Managers Say They Are Coercing Federal Office Holders.

WASHINGTON, April 16.—The Taft National Bureau issued to-day a statement, in part as follows:

"In the Far West many instances have been called to the attention of President Taft's managers where Gifford Pinchot has demanded of his own personal appointees in the Forest Service a discharge of obligation in the form of support of Roosevelt in this campaign.

"Furthermore, it is a matter of official record, and the Taft National Bureau has the documents to prove it, that Senator Dixon, Mr. Roosevelt's campaign manager, is personally preparing to oppose for renomination in the Senate of the United States Federal officeholders who have openly stated they favor the renomination of President Taft. In other words, intimidation, if not direct bribery, is being practiced by Mr. Roosevelt's own personal representative in his National headquarters."

MILWAUKEE SOCIALISTS OUT.

Dr. Bading, the Non-Partisan Mayor, Now in Seidel's Chair.

MILWAUKEE, Wis., April 16.—The Socialist Administration in Milwaukee, which extended over a period of two years, ended this afternoon when Dr. Gerhard A. Bading, recently elected Mayor on a non-partisan ticket against Mayor Seidel, took the oath of office.

"Our platform constitutes a binding contract with the public and our first duty must be to do the things we have obligated ourselves to do before we permit our attention to be drawn in other directions," said Mayor Bading in his inaugural message.

The Mayor recommended that the Council take some action toward petitioning the Legislature to enact, at the coming special session, a law providing for non-partisan elections and majority vote in cities of the first class.

WILSON MEN LOSE DETROIT

But Governor Has Large Majority of the State Delegates.

Special to The New York Times.

DETROIT, Mich., April 16.—The Woodrow Wilson League made a sorry showing in the Wayne County caucuses today, having candidates in less than half the wards. They accuse the Clark-Harmon forces of buying off their men. It seems likely that the Wilson League will send a contesting delegation to the State Convention.

The Wilson forces, however, have an overwhelming majority of the delegates from other parts of the State. Of the 318 delegates elected, not counting Wayne, they have 273. The others are uninstructed.

FOR TAFT, BUT UNPLEDGED.

Delaware's Six Delegates Are Not Instructed by State Convention.

Special to The New York Times.

DOVER, Del., April 16.—The Republican State Convention to-day indorsed Taft, but sent this delegation of six to Chicago unpledged and free to act on their personal judgment: United States Senators Henry A. du Pont and Harry A. Richardson, Gov. Simon S. Pennewill, George W. Marshall, Ruby R. Vale, and Edmund Mitchell.

Senator du Pont read the platform which indorsed the Administration. The five Roosevelt men followed a policy of silence.

Women Must Join Party to Vote.

BISMARCK, N. D., April 16.—Holding that the primary election is a purely partisan affair, and that women if they wish to participate in that election for the nomination of candidates for Superintendent of Public Instruction in the State and county must declare their party preference, Attorney General Andrew Miller has ruled that assessors of the State must register the women voters.

Two More Kansas Votes for Taft.

ATCHISON, Kas., April 16.—The First District delegates to the Republican National Convention, W. J. Bailey of Atchison, former Governor of Kansas, and A. E. Crane of Holton, have been instructed for Taft.

Roosevelt Gets Two More in Missouri.

NEVADA, Mo., April 16.—The Fifteenth District delegates to the National Republican Convention, Charles S. Welden of Joplin and A. P. Moody of Pierce City, were instructed for Roosevelt to-day.

MINERS HOLD OUT FOR RECOGNITION

Union Officials Make This the First Consideration in Conference with Operators.

NO HEADWAY BEING MADE

Committees for Employers and Men Have a Strained Discussion at Union League Club Here.

The sub-committees of the coal operators and the miners in the anthracite region met in the Union League Club yesterday afternoon and talked for more than three hours. There was no decision. The members of the committees who took part in the conference were:

For the Operators—W. J. Richards, Vice President and General Manager of the Philadelphia and Reading Coal and Iron Company; S. D. Warriner, Vice President and General Manager of the Lehigh Valley Coal Company; Col. R. A. Phillips, General Manager of the coal department of the Delaware, Lackawanna & Western R. R. Company, and Morris Williams, President of the Susquehanna Coal Company, which is a subsidiary of the Pennsylvania R. R. Company.

For the Miners—John P. White, National President of the United Mine Workers of America; and John T. Dempsey, Thomas Kennedy, and John Fahy, Presidents of Districts 1, 7, and 9 of the miners' union.

Alvin Markle, an independent operator of Hazleton, is the chairman of the joint conference. He has no vote. His duty will be to submit any agreement that may be reached to the Committee of Ten of the coal operators, and see that the same information is given to the central body of the miners' union.

The talk yesterday was along the same lines as at the previous conferences. But the feeling was more strained than formerly through the continued insistence of the labor men that their organization shall be recognized by the operators and the constant refusal of the operators to consent to such recognition. The control of the union over all of the miners in the anthracite region, whether they are members of the union or not, has been proved, it was argued, by the complete cessation of work at the order of the union.

Contention of the Union.

Mr. Dempsey, of the miners' committee, pointed out the unfairness of the position held by the operators in insisting upon an agreement of their own making and along the lines of the greatest advantage to them and then holding an unrecognized union responsible for having the agreement kept by 170,000 men, whether they have ever contributed to the support of the union or not. He told the operators that if the union was to be the force to guarantee the agreement the mine owners ought to give them a hand in getting the miners in a position where the union would have some control over them.

The operators saw that this was leading up to the often rejected proposal that the operators assist the union in collecting the dues of fifty cents a month from each one of the 125,000 eligible miners, and they drew away from this side of the discussion. They wanted to confine the discussion to the wage rate, the method of payment by the car load vs. the ton, and the hours of labor. But President White and his associates, strong in the suspicion that the operators were seeking the disablement of the union, wanted the recognition question settled first. It was even suggested that if the conference could not decide this question first it would be useless to carry the conferences along, because no agreement could be reached unless it started out with the acceptance of this recognition clause.

There have been incorrect reports that these sub-committees had reached an agreement at one of the conferences in Philadelphia. The miners feel that they are fighting for the life of their organization, and it was said on fairly good authority yesterday that the miners would be better off if they stood a long strike than if they gave way now, and the union was broken. It costs $80,000 a month to provide adequate support for the various locals and to gather a fund for use in times of labor troubles, and it is such a fund as this, say the miners, that the operators do not want. The operators believe that whenever a labor union is well off in the matter of funds that it is an inducement for them to order strikes and foment trouble in the labor world.

President White of the United Mine Workers of America is urging his associates to stand firm on the question of recognition. He is responsible for the fight in the bituminous regions as well as in the smaller anthracite region, and he says that success in one section would mean success all along the line. Altogether there are about 500,000 coal miners in this country and the 325,000 bituminous miners are well organized. An agreement was nearly reached between the union and the bituminous operators, when the latter suddenly drew back and demanded concessions that the union refused. It was said yesterday that the difficulty with the soft coal men may be settled pretty soon and that after that is accomplished there will be less trouble in reaching an agreement with the anthracite operators.

So Mr. White is firm in refusing to accede to any agreement with the anthracite men that may weaken the position of the bituminous workers. There is no connection between the operators in the hard and soft coal fields, but Mr. White fears that any concessions to one set of operators would result in the other set demanding the same concessions.

Won't Sign Year Contract.

It was said that during the conference yesterday a suggestion was made that if the union would consent to an agreement of one year, with an increase of 10 per cent. in the wage scale, the matter of recognizing the union might be considered. But the union doesn't want a one-year agreement on these terms. It wants a three-year agreement, with the recognition of the union. This would give time to build the union up.

One of the operators was quoted yesterday as saying that the conferences in this city would be as futile as were those in Philadelphia. He said that all the conferees do is to meet, talk a lot, and then adjourn, leaving the situation just as it was at the outset.

"This is White's first term as President," he said, "and he is deluding himself and his followers into believing that the operators will not only grant increases of wages, but that they will also recognize the union."

This operator declared that the union would never be recognized by the mine operators, and that unless Mr. White lets this contention go he might as well go home. Then he said:

"The only thing White will accomplish will be to bring the real workmen to the verge of starvation by wrong tactics, and then finally they will go back to work, just like they have in England, without having gained a single advantage, and with a loss in wages that will take them a year to make up."

One peculiar phase of the situation is the belief of the union that the approaching political campaign will have the effect of forcing the operators to accede to all of its demands. It sees in the success of Col. Roosevelt in the primary elections of Pennsylvania a potent force for the labor cause. The miners believe that the Colonel will take up the cudgels for them and urge the operators to give them all they are asking for. But the operators seem to care very little about the recan political result in Pennsylvania, and les about the coming fight for President. On of them said:

"We are running our business in ou own way, and while we are anxious t come to an agreement with our men w are not anxious to pay more for the agree ment than it is worth."

SOCIETY AMATEURS IN MOTION PICTURES

Amuse Large Audience at the Plaza in "The Cynic-Get-a-Laph" for Stony Wold.

PIERROT ACROBATS APPEAR

In Vigorous Feats of Tumbling—Poses Made of Chambers of Horrors and Other Eden Musee Groups.

Society amateurs appeared in a novel entertainment last night at the Plaza, given by Auxiliary 10 of the Stony Wold Sanatorium. The ballroom was taxed to its capacity by a fashionable assembly, and there was much enthusiasm over the spectacle of society girls and boys in motion pictures.

This part of the entertainment, which was called "The Cynic-Get-a-Laph," was very cleverly arranged, and a cinematograph machine was used to give the necessary light and action to the poses behind a screen of gauze. To add to the realism of the motion pictures, a piano and drum and cymbals were used.

The first picture shown was called "A Lesson in Business Efficiency," and several east side clothing dealers went through a comedy act with the usual crowd and funny finish. In this film appeared the Misses Sarah Cheesman, Evelyn Foster, Vesta Freeman, Isabel Hoyt, Eleanora Kissel, Mary Meyers, Alice Richard, Frances Thorne, Caroline A. Weir, Cora Weir, and Reginald Kennard, Sidney Henshaw, Oliver Wagstaff, and Alden Blodgett.

The next film showed the Misses Natalie Kelley and Vouletti Proctor in the Highland fling, which was followed by Stanley Moffat and Arthur Hay, as Pierrots, in an acrobatic comedy act. The young men outdid themselves in feats of tumbling and somersaults. Miss Helen McLaughlin then gave a monologue, after which a film was shown, called "The Mysterious Robbery at the Bank Clerk's Flat." There was the usual pathos and a round-up of the burglar by the police. Miss Viola Townsend and Sidney McCall, Gerard De Witt, and Kenneth Clinton were in the cast.

Henry Smith and Norman Hallet appeared as two dark "hawsers," and made a good impression with the audience with their songs and patter. Then came the film entitled "How I Fooled the Goswock," in which the following young men took part: George Page Ely, Harold Otis, Russell Cheney, Philip L. Dodge, O. H. Greef, Douglass Green, Lee Perrin, Edward Stevens, Throop M. Wilder, and William Willets.

After the motion pictures much fun was had in the Eden Musée, in which the Chamber of Horrors and other well-knowr groups were posed. There were also a soda water fountain, with ice cream soda with a fizz, served by pretty society girls, and a fortune teller who told fortunes for a modest sum.

The girls at the fountain were the Misses Ruth Haskins, Eleanor Hinton, Mabel Hinton, Marguerite and Marie Houet, Martha Orr, Gertrude Pardee, and Mildred Townsead.

Those who took part in the Eden Musee part included the Misses Alice Damrosch, Alice Fox, Zoe Hannah, Margaret Harris, Carol Murray, Margaret Sloan, and Virginia Townsend; also Alvin B. Baird, William B. Brown, William Boulton, Charles H. Miller, Francis Colby, Austen Fox, Horace Green, Langdon Gillet, George Gilder, Ernest Haufstaengel, Sidney Henshaw, Harold Herick, Worth Howard, Robert Jackson, Frank Kinnicut, Allen Locke, John Marsh, Morton Newhall, Hugh D. Ross, Harold Stokes, and Norris Thorne.

There were girls in gay costumes, who sold programmes, flowers, and cigarettes, including the Misses Joanna Auchincloss, Louise Baldwin, Emily Coe, Katharine Crane, Sybil Davis, Christina Fisher, Helen Maclay, Mary Ostrander, Dorothy Perkins, Elizabeth Russell, and Anita Emmet. Miss Esther McCullough was Piamadita, the fortune teller.

There was dancing later in the evening, and supper was served.

MISS ROSE BECKER A BRIDE.

Married to Dr. John A. Heitlinger in Church of St. Charles Borromeo.

In the Church of St. Charles Borromeo, West 141st Street, yesterday at 11 A. M., Miss Rose E. Becker, daughter of Mr. and Mrs. William J. Becker, was married to Dr. John A. Heitlinger, son of John Heitlinger of Stony Point, N. Y. The ceremony was performed by the Right Rev. Mgr. Francis H. Wall, D. D., rector of the church, and was followed by a solemn high nuptial mass. Mgr. Wall was celebrant, and was assisted by the Revs. J. M. Flynn, J. B. Reilly, F. G. Campbell, and T. J. O'Brien. The music was rendered by Charles A. Hauschel. The church was decorated with palms, smilax, and Easter lilies.

The bride was attended by her sister, Miss Edith P. Becker, as maid of honor, and the bridesmaids were the Misses Elsa G. Becker, sister of the bride; Anna V. Andres, Laura V. Klotz, and Mattie Torberg.

Harry J. Becker, brother of the bride, was best man. The ushers were Albert Tregeser, Jr., of New York; Charles E. Heidt of Jersey City, Leo Derrenbacher of Ossining, and Dr. Vincent L. O'Reilly of this city.

The bride wore a dress of white charmeuse trimmed with Duchess lace. Her court train of heavy satin was four yards long. Her veil was fastened with orange blossoms, and she carried a shower bouquet of white roses, orchids, and lilies of the valley. The maid of honor's gown was of pink crêpe meteor, partly covered with white lace and embroidered heavily with silver trimming.

The bridesmaids wore gowns of pale blue crêpe meteor with jacket effect of Princess lace.

The ceremony was followed by a breakfast at the home of the bride's parents, 232 West 137th Street.

Dr. and Mrs. Heitlinger departed on a wedding trip to the South. Upon their return they will reside at 267 West 136th Street.

Miss Parmelee Weds Lieut. Smith.

The wedding of Miss Florence Cornelia Parmelee, daughter of Mrs. Horace Jones Parmelee of Port Washington, L. I., to Lieut. John Piper Smith, C. A. C., U. S. A., now stationed at Fort Totten, took place yesterday afternoon at the Church of the Transfiguration. The bride was un attended. John H. Halsey gave her in marriage. Capt. Earl Bisee was best man, and the ushers included Lieuts. Dunn, Hauser, Spiller, and Meade Wildrick.

Mr. and Mrs. Baron's Golden Wedding

Mr. and Mrs. Samuel Baron of 182 Mott Avenue, Far Rockaway, will celebrate their golden wedding anniversary on Saturday, April 27, by giving a dinner for their immediate family, and on Sunday will hold a reception at their home. Both Mr. and Mrs. Baron were born in Germany and came to this country in the early sixties and were married and have lived in New York since that time. Both are in good health.

CHARITY BRIDGE TOURNAMENT.

Society Women Play at Sherry's in Aid of Samaritan Home for Aged.

A considerable sum was gained by the charity bridge tournament which took place yesterday afternoon and evening at Sherry's in aid of the Samaritan Home for the Aged. The tables were placed in the rooms adjoining the Garden of Versailles, which was first used by Mrs. Rodman Wanamaker at a dinner given last week.

Among those who had tables were Mrs. Alfred Wagstaff, Mrs. John D. Prince, Mrs. Clarence G. Dinsmore, Mrs. James Benkard, Mrs. Effingham Lawrence, Mrs. Frederic Goodridge, Mrs. James L. Barclay, Mrs. Charles H. Coster, Mrs. Robert Remsen, Mrs. H. R. Duval, Mrs. William Pierce, Mrs. George H. Kent, Mrs. Henry Clews, Mrs. E. Renshaw Wiley, Mrs. Frederick Pearson, Mrs. George Parents, Jr., Mrs. E. H. Gary, Mrs. Charles Hoffman, Mrs. George Leary, Mrs. J. N. Winslow, Mrs. H. K. Rokenbaugh, and Mrs. John Hobart Warren.

SOCIAL NOTES.

John G. Agar, President of the National Arts Club, will give a dinner to-morrow evening at the club for Emerson McMillin.

Mrs. William M. Postlethwaite of 53 East Sixty-first Street is at the Hotel Gotham for the remainder of the season.

Owing to Miss M. L. Roosevelt being in mourning for her grandmother, the late Mrs. James A. Roosevelt, the tickets for "Tags and Tatters," to be presented on April 26, will be in charge of Miss Grace Henry.

Mrs. J. Todhunter Thompson gave a dinner of twenty-four covers last evening for Mr. and Mrs. Bradley Martin. Intimate friends only were asked. The table decorations were pink roses.

Mrs. Edwin S. Marston gave a dinner last night at her residence, 23 East Fifty-seventh Street, for her young daughter, Miss Edna Marston, who is not yet out, and informal dancing followed. The guests were boys and girls who have not yet made their début.

Mrs. J. Pierpont Morgan, Jr., gave a dance last night for her daughter, Miss Jane Morgan.

The wedding of Miss Edith C. Strauss, daughter of Mr. and Mrs. Charles Strauss, to J. Ernest Stern, son of Mr. and Mrs. Leopold Stern, will take place this afternoon at the home of the bride's parents, 317 West Seventy-fifth Street.

Mrs. Lewis Nixon was another dinner hostess last night. The dinner was a small and informal one.

At Mrs. Samuel Van Dusen's residence, 132 East Thirty-fifth Street, yesterday a meeting was held of the committee in charge of Chrystie Street House. The committee is anxious to raise $1,000 to furnish the new house, into which they move May 1.

Mr. and Mrs. C. Alan Hudson (Miss Eleanor Granville Brown) who sailed for Europe after their wedding in February, are due here shortly. They were at Naples, Rome, Venice, Florence, Milan, Turin, Bellagio, and Como, and also spent some time in Paris.

Mrs. Vanderbilt is booked to sail to-day on the Carmania, to remain abroad for several months, returning later to Newport. Miss Maude G. Shepherd is accompanying her to Europe.

Mrs. Bryan Kennelly gave a theatre party for sixteen guests last night for her daughter, Miss Margerite Kennelly and Miss Greta Hostetter. After the play the party went to Sherry's for supper.

A sale in aid of two model flats will be held to-day at the home of Mrs. John Greenough, 38 East Sixty-third Street, from 3 to 6 by St. George's City Mission Committee, of which Miss Louise Munroe is President and Miss Catherine Burton is Vice President. Miss Gladys Endicott is Secretary and Miss Helen Stearns is Treasurer of the committee.

A dramatic reading of Anderson's fairy tales will be given to-morrow afternoon at 3:30 at the Plaza in aid of the Jacob A. Riis Neighborhood Settlement House by Elith Reumert.

Miss Mildred G. Rice will give a luncheon and theatre party to-day for Miss Dorothy Linn of Chicago.

REID-BORCHERS WEDDING.

Mr. and Mrs. Louis D. Borchers's Daughter Married to C. C. Reid.

The wedding of Miss Helen U. Borchers, daughter of Mr. and Mrs. Louis D. Borchers, to Charles Cornell Reid, took place at 8 o'clock last night at the home of the bride's parents, 175 West Seventy-second Street. The Rev. Dr. Nathan Seagle of St. Stephen's Church officiated.

The bride wore a trailing gown of white satin trimmed with old point lace. Her lace veil was caught up with a coronet of orange blossoms. She carried a shower bouquet of white lilacs and lilies of the valley. A diamond horseshoe, the gift of the bridegroom, was the only ornament she wore.

Mrs. William Keith Mittendorf, a sister of the bride, was her matron of honor, and Miss Elsa Born of Springfield, Mass., acted as maid of honor. The bridesmaids were the Misses Bertha Bovey and Irene Doub. All of the attendants wore white charmeuse draped with flowered chiffon and carried pink Killarney roses and sweet peas. Miss Virginia Mittendorf, the flower girl, was dressed in white lace and carried a basket of Spring flowers.

Immediately following the ceremony a reception was held for about 250 guests. Later the couple left for their honeymoon and upon their return will reside in this city.

MISS McANERNEY A BRIDE.

Daughter of Mr. and Mrs. M. J. McAnerney Married to L. A. Weaver.

The wedding of Miss Marie Louise McAnerney, daughter of Mr. and Mrs. Marshall J. McAnerney, to Lawrence A. Weaver, took place at 8:30 last evening at the home of the bride's parents, 220 West Ninety-eighth Street. The Rev. Father Martin of St. Patrick's Cathedral performed the ceremony.

The bride was attended by her sister, Miss Florence McAnerney. She wore a gown of white brocaded satin with a Court train and a tulle veil, which was surmounted by a chaplet of orange blossoms, and carried a bouquet of lilies of the valley. Her sister wore a frock of white chiffon with touches of blue.

The room where the ceremony took place was decorated with Killarney roses, white daisies, and palms. Little Charles McAnerney, the bride's brother, acted as altar boy. Frank Sniffen was best man.

A reception for the relatives and intimate friends followed the ceremony. Mr. and Mrs. Weaver will make their home in this city upon returning from their bridal trip.

MISS ALICE G. PARKER WEDS.

Ex-Congressman's Daughter Married to Henry M. Hoyt, Jr.

Miss Alice Gordon Parker, daughter of ex-Congressman R. Wayne Parker, was married at her father's home, Hutton Park, West Orange, N. J., yesterday noon, to Henry M. Hoyt, Jr., son of the late Solicitor General Henry M. Hoyt of Washington.

Only immediate relatives attended the ceremony. The officiating clergyman was the Rev. Dr. Frank B. Reazor, rector of St. Mark's Episcopal Church. The bride's father gave her in marriage. She was unattended.

Mr. and Mrs. Hoyt will spend their honeymoon abroad. The bride just returned from Italy, where with her parents and her sister, Eleanor, she spent the Winter.

Dance for Riverside Day Nursery.

The Junior Auxiliary of the Riverside Day Nursery will give a dance for the benefit of the nursery on Friday evening at the Plaza. Tickets may be had from Miss Gertrude Easton, 124 West Eighty-sixth Street. Mrs. William P. Hardenbergh, Mrs. Clarence Eagle, Mrs. Alphonse Alker, and Mrs. Andrew Shiland are among the seventy patronesses.

Miss Brewer to Wed P. H. Babcock.

Mr. and Mrs. Horatio J. Brewer of 313 West Ninety-first street, announce the engagement of their daughter, Miss Elfriede F. Brewer, to Philip H. Babcock the son of Mr. and Mrs. L. Hollingsworth Babcock, of 205 West Fifty-seventh street. Mr. Babcock was graduated from Harvard last year, and is a brother of Mrs. Elwyn W. Poor. No date has been set for the wedding.

SHERMAN—FISHER.

Special to The New York Times.

RICHMOND, Va., April 16.—The wedding of Miss Elizabeth H. Fisher and Frederick Taylor Sherman, Jr., of Brooklyn, took place here last evening at 6 o'clock in the Monumental Church. The ceremony was followed by a small reception at the home of the bride's cousin, Dr. William Russell Jones, with whom she has made her home since the death of her parents.

Mrs. James Higginson of Ivy, Va., was the bride's only attendant. Arnold Watson Sherman, a brother of the bridegroom, was best man and the ushers were Henry E. Mattison, T. Hayes Gee of New York, Robert V. Mathews of Brooklyn, Edmund Berkeley of Deering, Va., William C. Tucker and John Lightfoot, Jr., of Richmond.

PETERKIN—O'BRIEN.

Miss Margaret E. O'Brien, daughter of Dr. and Mrs. Henry L. O'Brien, was married to De Witt Peterkin last evening at the home of her parents, 104 Prospect Park West, Brooklyn. The Rev. Miles S. Harper performed the ceremony. Miss Gladys O'Brien was her sister's maid of honor, and acting as ribbon girls were the Misses Eileen O'Brien, Dorothy Moore, Agnes and Ruth Fairbairn, Marion Weller, and Elder Potvin.

Robert Peterkin was best man for his brother. The ushers were Robert Sheldon, Ten Broeck Terhune of New York, Edward Eschman, and John O'Brien.

VINCENT ASTOR AS HEAD OF HIS FAMILY

Would Probably Share $100,000,000 Estate with Stepmother in Event of His Father's Death.

IS NOT YET 21 YEARS OF AGE

Settlement of $10,000,000 Upon Col. Astor's First Wife Believed to Comprise His Daughter's Share.

William Vincent Astor, who will become head of the American branch of the Astor family if his father, John Jacob Astor, is among those lost on the Titanic, is not yet 21 years old. He was born on Nov. 15, 1891, in the old William Astor mansion, at Fifth Avenue and Thirty-fourth Street, where the Waldorf-Astoria now stands, and from which his parents moved shortly after his birth to the then new Astor residence at Fifth Avenue and Sixty-sixth Street.

He was a delicate child, and until he entered Harvard last Autumn he spent about six months of each year at his father's country house, at Ferncliff, on the Hudson, three months at Newport, and three months at the town house. He was always somewhat tall, with dark, straight hair and dark-blue eyes, resembling his father, especially as to the lower part of the face.

He has always been fond of yachting and automobiling. Just before he went to Harvard last Autumn he got into the habit of speeding his automobile so rapidly through the streets of Newport that he, with Hermann Oelrichs and George Henry Warren, Jr., was called before a Police Magistrate and lectured.

He accompanied his father on the trip to the West Indies two years ago in which the Astor yacht, Nourmahal, was not heard from for several weeks. John Jacob Astor and his son Vincent were believed to have been drowned and their vessel wrecked at that time.

Vincent Astor has been thrown particularly into his father's company since his mother, Mrs. Ava Willing Astor, obtained her divorce from John Jacob Astor, in November, 1909. Under the divorce decree, which was granted by Supreme Court Justice Mills in Rockland County, the papers being sealed, John Jacob Astor was to have custody of Vincent and Mrs. Astor of the only other child of the marriage, Muriel, now 10 years old. At the time of the divorce the amount of John Jacob Astor's settlement on his wife was not made public, but it was said to be $10,000,000 in cash, on the provision that this sum would later revert to Muriel.

Vincent Astor's rumored engagement to various young society girls, notably Miss Margaret Andrews, the daughter of Paul Andrews of Newport, has been made the subject of gossip for the last year or two. The young man, just before going to Harvard last Autumn, however, said he wasn't engaged to any one, and that his only interest was in his studies. Mr. Andrews last Autumn also denied his daughter's engagement.

The John Jacob Astor fortune, which Vincent Astor would share with his stepmother and perhaps with his sister, Muriel, has been estimated at $100,000,000. John Jacob Astor's real property holdings in this city alone were stated authoritatively last Autumn to be worth more than $41,000,000. The Thirty-fourth Street half of the Waldorf-Astoria Hotel, part of his estate, is assessed at more than $8,300,000.

At the time that Mrs. Ava Willing Astor obtained her divorce no information was given out concerning the financial settlement, but it has since been rumored that Muriel Astor, having been placed by the court in her mother's custody, will not be among her father's heirs. The $100,000,000 estate will, it has been said, be divided between Vincent Astor and Mrs. John Jacob Astor. Just how it will be divided in the event of Col. Astor's death, Mr. Dobbyn, John Jacob Astor's secretary, refused yesterday to say.

A marriage settlement of cash and securities on the women they marry in lieu of the wife's dower right in the estate has been traditional with the heads of the Astor family. The purpose of this settlement is to keep the Astor estate intact. Before marrying the present Mrs. Astor Col. Astor made such a settlement last August a few days before the marriage. The amount which Mrs. Astor received, to secure from her a release of her dower right in the estate, was never made public, but has been reported several times as $2,000,000. A similar settlement was made on Mrs. Ava Willing Astor, Col. John Jacob Astor's first wife. Thus neither Mrs. John Jacob Astor nor Mrs. Ava Willing Astor would receive a widow's third of the estate.

Vincent Astor.

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ORPHANS ENJOY THE CIRCUS.

4,500 Little Folk Guests of the Barnum & Bailey Management.

The clowns at the Barnum & Bailey Circus at the Madison Square Garden yesterday afternoon did the most wonderful acts that have ever been seen. It was Orphans' Day at the circus, and if there is one thing more than another that every little orphan, of whatever kind or description, loves it is a clown.

The 4,500 children who saw the big show yesterday through the courtesy of its management enjoyed every bit of it and whistled and cheered and clapped, but ask any one of them, a little boy or a little girl, what he or she liked best, and there will be only one answer—the clowns. And the clowns, knowing this, did their very best for the little people.

There were not only excited little heads, but 4,500 much exhilarated little stomachs were put to bed last night. One of the good things about Orphans' Day at the circus is the many good things to eat. Special luncheons are brought from the different institutions with all sorts of goodies, but some of the children have a good supply of pocket money for the occasion, saved up through the year, and yesterday there were the very nicest things to buy—ice cream cones.

One little girl who had only 5 cents bought one cone for herself, but she gave a little companion the first lick at the cream and the pointed end of the cone and the ice cream in it when she had eaten the between part.

Some grown-ups, too, managed to squeeze into the circus yesterday, and they took things as seriously as the children.

There was only one lot of children which lost the treat yesterday. These were the little people of the Catholic Protectory. The Superintendent there in some way mixed the dates, and the children did not arrive. The Catholic Protectory Band is always a feature of Orphans' Day. It marches around the arena and takes turns with the big band in playing, and the big orchestra people applaud it, so it was a serious loss to every one, for the circus does not come but once a year. There were more than forty other institutions represented.

MR. AND MRS. MANNES PLAY.

A Sonata by Daniel G. Mason and a Movement by Wolf-Ferrari Heard.

The second of the recitals of Mr. and Mrs. David Mannes for violin and piano, given yesterday afternoon in Rumford Hall, was of especial interest because of the programme. It included a sonata by Mr. Daniel Gregory Mason of this city, a recitative and adagio from a sonata by Wolf-Ferrari, and the "Suite im Alten Style" that Mr. and Mrs. Mannes played earlier in the season.

Mr. Mason is known as a writer on music who has several excellent critical and instructive volumes to his credit; also as a lecturer. He is now to be credited with creative powers in music of no mean order and with a command over his material that is none too common. The sonata played yesterday is in G minor, and is numbered Op. 5, and it has three movements. These movements are of a singularly even degree of merit. They show not only a real fecundity of idea, a flow of musical thought that is spontaneous and significant, but also a highly developed harmonic feeling, an abundance of technical skill both in shaping and developing the musical material, and also in presenting it in instrumental guise for piano and violin. This sonata engages deeply the attention and sympathy of the listeners, and has also emotional power and a heartfelt sincerity that give it valuation as of the real thing in music. Mr. and Mrs. Mannes played it with zeal and enthusiasm. It appealed to the audience, and Mr. Mason, who was present to hear it, arose and bowed after Mr. Mannes had descended to the floor and lifted him to his feet.

Wolf-Ferrari's recitative and adagio also gave great pleasure. It is music of the composer of "La Vita Nuova" rather than of "The Jewels of the Madonna," with a certain rhapsodic fervor that extends over from the recitative into the adagio—music of passion and distinction.

WILL WED CARNEGIE'S NIECE.

Dr. Marilus Johnston to Marry Mrs. James Hever in Florida To-day.

Dr. Marilus Johnston and Mrs. James Hever, formerly Nancy Carnegie, a niece of Andrew Carnegie and daughter of Thomas Carnegie, are to be married to-day at the home of the latter in Florida.

Dr. Johnston, who recently returned from a hunting trip in Africa with Paul Rainey, announced the engagement on Monday at the home of his father, Major P. P. Johnston, at Lexington, Ky., and left later with his father and two brothers, Pelham and Fayette Johnston, for the South.

Dr. Johnston first met Mrs. Hever, who had been divorced from her husband, when he was physician to the Carnegie family. It was while he was hunting in Africa that Dr. Johnston heard of the death of the divorced husband of Mrs. Hever, and upon his return he hurried to Florida, where his acquaintance with Mrs. Hever was renewed.

GRETE WIESENTHAL APPEARS

Classical Dancer from Berlin Well Received at the Winter Garden.

Miss Grete Wiesenthal, the classic dancer whom Berlin raved over for several seasons, made her first appearance in this country at the Winter Garden last night and was very well received. She is a large-boned, long-limbed woman of a distinctly German type, not especially beautiful as to face, but well-proportioned and graceful. Clad in a short frock, with her limbs bare, she danced first to a Johann Strauss valse movement, darting here and there on the stage, with undulating movements of hands and body, forward and backward bends, and occasionally posturings.

For the most part her dancing is done on the flat of the foot, but her movements are not unlike those of the prima ballerina, except that she does not give her toes the same hard usage.

The first number revealed her dressed in a curious combination of draperies of which a flowing mantle of eagle feathers was the predominant feature. Subsequently, with her hair in two Gretchen braids down her back, she devoted herself to one of those rythmical terpsicorean illustrations of a Liszt rhapsody, which may mean more to the dancer than to the average person who tried to understand it.

Then, in a short green frock, with her brown hair flowing loosely about her shoulders, and occasionally, in a whirl of the dance, completely covering her face, she glided into the dance, which was accompanied by the music of "The Beautiful Blue Danube," and which was really a very beautiful, liquid, melting thing.

Miss Wiesenthal was the original of the rôle of "Sumurun" when the Reinhardt pantomime was done in Germany. And she and two sisters dancing together have had much success in the Continental music halls.

BONCI IS NOT ENGAGED.

Negotiations for Tenor's Appearance at Metropolitan Declared Off.

Negotiations between the Metropolitan Opera Company and Alessandro Bonci, the tenor, who was reported in a dispatch from San Francisco last Sunday to have signed a contract with the Metropolitan for the same salary as Caruso, were finally declared off yesterday when the contract was to have been signed.

A. Carbone, Bonci's representative, stated that Bonci had signed another contract with Miguel Sigoldi for twelve performances of opera in Mexico City during November, and after the completion of this engagement, will make his third concert tour of the United States, for which many bookings have already been made.

After completing his present engagements in California, Mr. Bonci will sing at a concert festival in Paterson, N. J., May 2, appearing with Kubelik May 5, 6 and 8 in concerts in Boston, Pittsburgh, and Providence. On May 11 he will sing at the Cincinnati musical festival.

J. P. Morgan is 75 Years Old To-day.

J. Pierpont Morgan is 75 years old to-day. He was born at Hartford, Conn., on April 17, 1837. Mr. Morgan is now abroad.

THEATRICAL NOTES.

The two hundred and fiftieth performance of "Bunty Pulls the Strings" took place last night at the Comedy Theatre, after which the company had a dinner on the stage. The management has decided to extend the run of the Scotch comedy through the Summer.

A matinee performance of "The Rainbow" will be given next Friday afternoon. Admission will be by card only. No tickets will be sold.

F. Ziegfeld, Jr., will sail for Europe on the George Washington to-morrow in search of novelties for the "Follies of 1912," which will open in June.

Clan MacDonald, a Scottish society, has purchased the entire seating capacity of the Majestic Theatre, Brooklyn, for the opening of "Little Boy Blue" on April 22.

Priscilla Knowles, the leading woman of the Academy of Music stock company, received a chain and pendant last night from the members of the company in honor of her one thousandth consecutive appearance at that theatre.

MUSIC NOTES.

Signor Gatti-Casazza, his wife, Mme. Frances Alda, and Marguerite Sylva will be passengers on the George Washington to-morrow.

Mary Garden will be the chief soloist at the Mozart Society's final concert at the Hotel Astor this evening. Miss Garden will sing Salome's air from "Herodiade" and three French songs.

Booksellers to the World

BRENTANO'S ÔNVOYAGE BOOK BOXE

CIRCULAR FURNISHED FREE.

$2.50 | $5.00 | $7.50 | $10.00

5th Ave. and 27th St., New York.

WINS $25,000 FROM CENTRAL.

Woman Gets Heavy Damage Verdict for Her Husband's Death.

WHITE PLAINS, N. Y., April 16.—A jury in the Supreme Court, Part II., Justice Keogh presiding, gave a verdict this afternoon for $25,000 damages to Marie Lewicki, a Polish woman, who sued the New York Central Railroad for the loss of her husband, who was killed in the company's yards in Mott Haven on Sept. 25, 1911. Lewicki was a car inspector. He and Alwin Lorenz, also a car inspector, were at work on a car when a switch engine backed down on the car and both men were killed. Lorenz's widow, whose home is in Valhalla, got a verdict of $21,000 some days ago. Mrs. Lewicki lives in New York City. She has four children, the youngest ten weeks old.

The car on which the men were at work had been on a siding, but was pulled out on a more used track by a drill train.

ROBERT D. WINTHROP IS DEAD

Banker and Broker Who Was a Member of Many Clubs.

Robert Dudley Winthrop, banker and broker, died yesterday from heart disease at the home of his mother, Mrs. Robert Winthrop, 38 East Thirty-seventh Street. He was 51 years of age, and had been ill practically all Winter.

Mr. Winthrop was the eldest son of the late Robert Winthrop, a banker and broker of this city, who died in 1892. He was graduated from Harvard University in 1883 and then entered his father's banking firm at 40 Wall Street. During the Spanish war he served on Gen. Coppinger's staff with the rank of Captain at Tampa and Alabama.

Besides being a member of the Stock Exchange firm of Robert Winthrop & Co., Mr. Winthrop was a Director of the Nassau Light and Power Company, the Nassau County Trust Company, and the Deer Range Construction Company. He was a member of the Harvard, Knickerbocker, Metropolitan, Union, University, Turf and Field, and Meadow Brook Hunt Clubs. His residence was at Westbury, L. I. His mother, three brothers, and two sisters survive.

ALEXANDER H. DE HAVEN DEAD

Banker Dies at the Plaza After Four Days' Illness.

Alexander H. De Haven, senior member of the firm of De Haven & Townsend, bankers and brokers, with offices at 40 Wall Street, this city, and 428 Chestnut Street, Philadelphia, died in his apartments at the Hotel Plaza yesterday from the effects of a general breakdown after an illness of four days. Mr. De Haven had been troubled lately with an affection of the throat which weakened him. Until four days ago he was, however, active in his business.

Mr. De Haven was born Nov. 13, 1836, in Philadelphia, and was the son of Hugh De Haven, a banker, and Sapora White, both of that city. He received his education in the Central High School of Philadelphia. Mr. De Haven served with various banking and brokerage firms, and then became a member of his father's firm. In 1874 he entered into partnership with Henry L. Townsend, and the firm opened an office in this city in 1881.

Mr. De Haven was active in the affairs of St. Paul's Methodist Episcopal Church at Eighty-sixth Street and West End Avenue. He was also prominent in church affairs in Ocean Grove, N. J., where he has had a Summer home for many years.

Mr. De Haven and his family have been prominent in the social life of Philadelphia. He leaves a widow and a son, William B. De Haven.

Judge Thomas Goodwin Lawson.

MACON, Ga., April 16.—Judge Thomas Goodwin Lawson, former member of Congress from the Eighth Georgia District, died at his home in Eatonton to-day from paralysis. Judge Lawson was born in Putnam County in 1835 and was graduated from Mercer College in 1855 with the degree of B. A., three years later receiving as Master's degree. In 1908 his Alma Mater conferred the degree of LL. D. upon him. After completing his education Judge Lawson was admitted to the bar, shortly afterward enlisting as a private in the Confederate Army. After serving in the ranks for fifteen months he was discharged and was elected to the Legislature. In 1877 he was a member of the Georgia Constitutional Convention, and was elected to the Superior Court of Georgia in 1879, where he served until 1887. Judge Lawson was a member of the Fifty-second, Fifty-third, and Fifty-fourth Congresses. He was a Director in many financial institutions and was a Trustee of Mercer University.

Obituary Notes.

EDWARD KELLY, a retired public school Principal of Jersey City, died of heart disease last night at his home, 46 West Hamilton Place, in that city, aged 79 years. From 1867 to 1907 he was Principal of Public School 4 of Jersey City. Mr. Kelly was born in Armagh, Ireland, and is survived by a daughter.

JOSEPH B. VAN DAMM, a tax and real estate appraiser, died on Monday at the St. George Hotel in Brooklyn, where he had been removed from the German Hospital several months before. Mr. Van Damm, whose residence was at 484 East 134th Street, this city, was 84 years old and was born in this city. When the Spanish War broke out, he went South and joined the First Florida Red Cross Corps, during the yellow fever epidemic at Tampa. He had been in the real estate business for fifteen years. Mr. Van Damm is survived by his wife.

TIMOTHY CALLAHAN, the policeman who was stationed at Borough President McAneny's office in City Hall, died on Sunday at his home, 290 East Broadway. The funeral will take place to-day at St. Mary's Church. Borough President McAneny visited yesterday the Ahearn Association rooms, where the body was kept, and sent a wreath of flowers.

Dr. LOUIS NELSON, an instructor in the Harvard Medical School, died in the Eliot Hospital, Cambridge, Mass., on Monday, at the age of 34. He had been making a special investigation of certain noxious bacteria which he believed produced gas in the human system. About three months ago Dr. Nelson accidentally became inoculated with the bacteria, and his death is attributed to this.

Capt. JAMES F. MURPHY, a well-known New England sea Captain, died on Monday in Boston at the age of 62. He is said to have sailed around Cape Horn fifty-nine times. His father, James K. Murphy, was a sea Captain before him. At the age of 13 James Murphy shipped with his father, but parted with him at St. Helena, boarding a New Bedford whaler. He was subsequently persuaded to finish a high school education, and then shipped again. He was employed for many years toward the end of his life by Arthur Sewall & Co. of Bath.

HENRY THOMPSON SPERRY, a well-known Connecticut journalist, died on Monday in Hartford, Conn., at the age of 75. He was born in New Haven, and became publisher of The Hartford Post shortly after the civil war. He was the father of the wife of the Rev. Harold Pattison, pastor of the Washington Heights Baptist Church here.

Mrs. ELIZA WELLS, a member of Abraham Lincoln's household in Springfield, Ill., before he became President, died on Monday in Ypsilanti, Mich., at the age of 76. She was married in the Lincoln home in Springfield.

Dr. HENRY A. FRANCE, former Postmaster of Far Rockaway, L. I., died on Monday at his home there at the age of 79. He was born in Herkimer County, N. Y., and was graduated from Fairfield Seminary. He served in Company B, First Regiment, New York, during the civil war. Dr. France studied medicine in the Albany Medical School. He practiced for many years in Far Rockaway.

HERMAN A. DELIUS, an undertaker, died in his seventy-seventh year on Sunday at his home, 363 Greene Avenue, Brooklyn.

JOHN HAYDEN COX, clerk of the village of Montgomery, N. Y., died on Monday. He was born in England, and served through the Zulu war.

WILLIAM EDWARD LAMBERTON died on Sunday at his home, 462 Rugby Road, Brooklyn, in his forty-second year.

Fire Chief JOSEPH E. SLOAN, 66 years old, of the Newark Fire Department, died yesterday at his home, 22 Nelson Place, Newark, N. J. He joined the department on May 3, 1867, and on Nov. 1, 1888, was made a Captain. He was promoted to Battalion Chief Sept. 7, 1887, and became Chief of the department June 2, 1911.

Mrs. MAX LANDSBERG, wife of the Rev. Dr. Max Landsberg, rabbi of the Congregation Berith Kodesh in Rochester, N. Y., died yesterday in Dr. Kelly's sanitarium in Baltimore. Mrs. Landsberg was one of the Directors of the Rochester Humane Society, Vice President of the Society for the Prevention of Cruelty to Children, Vice President of the Women's Educational and Industrial Union, and Director of the Social Settlement of Rochester. She was interested in the Rochester General Hospital, the Jewish Orphan Asylum, the United Jewish Charities, and the Council of Jewish Women. Besides her husband, a son, Emil, and three daughters, Mrs. Benjamin Stolz, Mrs. Harry F. Leiter, and Miss Clara Landsberg, survive her.

REBECCA SMITH, who served for twenty-four years as a servant in the family of the late Capt. Joe Ellsworth, died yesterday at the residence of her employers, Bayonne, N. J.

Marriage and death notices intended for insertion in The New York Times may be telephoned to 1000 Bryant.

Married.

FERRY—RUSSELL.—On Tuesday, April 16, at Norfolk, Va., Elsie, daughter of Mrs. Mary E. Russell and the late Walter R. Russell, to Robert E. Ferry, son of Mr. and Mrs. Edward S. Ferry of East Orange, N. J.

KESELER—PLATT.—On Tuesday, April 16, 1912, at the residence of the bride's sister in Darien, Conn., by the Rev. William H. Owen, Jr., Marion Erskine, daughter of the late Isaac S. and M. Jenny Platt, to Dr. Charles Bradley Keeler of New Canaan, Conn.

Brooklyn.

MOLLER—MEYER.—April 15, Agnes C. Meyer to Albert W. Moller.

SAVAGE—CREEM.—April 15, Edna M. Creem to Joseph F. Savage.

Died.

ANDEM.—On Monday, April 15, 1912, Grace Russell, beloved wife of James L. Andem. Services at her late residence, No. 31 Madison Av., Montclair, N. J., Thursday, April 18, at 2 P. M. Interment at convenience of the family.

BERGEN.—On Tuesday, April 16, 1912, in his 48th year, John Henry Bergen, husband of Helen Prentiss Bergen. Funeral services from his residence, 643 Flatbush Av., Brooklyn, N. Y., Thursday afternoon, April 18, at 3:30 o'clock.

BOYCE.—At East Orange, N. J., April 16, 1912, Harriet Hedden, widow of William Gilbert Boyce. Funeral services from her late home, 167 North Grove St., Thursday, April 18, at 4 P. M.

BRITTON.—On Monday, April 15, 1912, Elizabeth Anna, widow of Henry Britton, in her 78th year. Funeral services at her late residence, 2,547 Amboy Road, New Dorp, S. I., on Wednesday, April 17, at 3 P. M.

CRANE.—On Monday afternoon, April 15, Sallis Patterson, daughter of Mr. and Mrs. William Jerome Crane, Hotel Lucerne.

DE HAVEN.—On Tuesday, April 16, 1912, after a brief illness, Alexander Henry De Haven. Notice of funeral hereafter.

FOX.—Suddenly, on April 15, 1912, Charles Beresford Fox, beloved husband of Evelyn R. Wheeler, at his home, 47 Poplar Plains Road, Toronto, Canada. Funeral services at his late residence on Wednesday.

FRANCIS.—Reginald W. Services in memory of Reginald W. Francis, who died abroad, will be held at residence of his brother, Charles E. Francis, 264 Monroe St., Brooklyn, Wednesday evening, April 17, 1912, 8 o'clock.

GORDON.—At Denver, Col., April 8, 1912, George, husband of Mary H. Gordon, (nee Holmes.) Funeral takes place from the residence of Mrs. T

WASHINGTON DRIVES FORD FROM THE SLAB

Poor Pitching and Loose Fielding Give Senators Game by Score of 10 to 3.

THE SCORE.

Washington	2	0	3	1	2	0	0	2	0—10
New York	0	0	0	2	0	1	0	0	0— 3

WASHINGTON.

	AB	R	H	BB	SO	PO	A	E
Moeller, lf	4	2	0	2	1	1	0	1
Foster, 3b	5	1	1	0	2	2	3	0
Milan, cf	4	2	3	1	0	0	0	0
Schaefer, rf	5	1	3	0	0	0	0	0
Flynn, 1b	4	0	0	0	0	11	3	1
Knight, 2b	4	2	0	1	1	3	0	0
McBride, ss	5	1	2	0	0	1	4	1
Henry, c	5	0	2	0	0	7	1	0
Groom, p	3	1	1	0	1	2	5	0
Total	39	10	12	4	5	27	16	2

NEW YORK.

	AB	R	H	BB	SO	PO	A	E
Zinn, lf	5	1	2	0	0	2	0	0
Wolter, rf	5	1	3	0	0	0	0	0
Chase, 1b	5	0	1	0	1	15	2	0
Hartzell, ss	3	0	1	1	2	3	4	2
Daniels, cf	3	0	0	1	1	0	1	0
Dolan, 3b	4	0	0	0	0	0	2	1
Gardner, 2b	4	0	2	0	0	2	2	0
Williams, c	0	0	0	0	0	1	1	1
Street, c	1	0	0	2	0	4	2	0
Ford, p	1	0	0	0	1	0	1	0
Warhop, p	0	0	0	0	0	0	0	0
*Simmons	0	1	0	1	0	0	0	0
†Wolverton	1	0	0	0	1	0	0	0
McConnell, p	2	0	0	0	0	0	1	0
Total	33	3	9	5	6	27	16	5

*Batted for Williams in the third inning.
†Batted for Warhop in the fourth inning.

Two-base hit—Wolter. Three-base hits—Zinn, Schaefer, Hartzell. Sacrifice hits—Groom, 2. Stolen bases—Milan, Moeller. First base on errors—Washington, 5; New York, 1. Left on bases—Washington, 10; New York, 10. Double plays—Street and Chase; Flynn and Knight; Groom, McBride and Flynn. Struck out—By Groom, 6; by Ford, 2; by Warhop, 1; by McConnell, 2. Bases on balls—Off Groom, 4; off Ford, 1; off McConnell, 3. Hit by pitcher—By McConnell, (Flynn.) Wild pitches—McConnell, 2. Passed balls—Williams, 2. Hits—Off Ford, 7, in 3 innings, (at bat, 16;) off Warhop, 1 in 1 inning, (at bat, 5;) off McConnell, 4 in 5 innings, (at bat, 19.) Umpires—Messrs. Connolly and Hart. Time of game—Two hours and fourteen minutes.

The young baseball season is growing rapidly, and these Hilltop Yankees haven't shown any disposition yet to gather a game by hook or crook. Washington panned them again yesterday on the plateau by a score of 10 to 3, the New Yorks not having aggressiveness enough to combat successfully with the sprightly club of Clarke Griffith. It was the fifth straight defeat for the Yankees, so Mr. Wolverton's usually peaceful sleep at night is beginning to get troubled.

Dilapidated pitching and dawdling work afield brought the Yankees' demolition upon themselves. The ball leaked through the infield like an April shower coming through an open window, and they heaved the ball around like the young ladies of Mrs. Jones's Select Seminary tossing around a bean bag.

'Twas vury distressing, vury.

The Rajah of the Yankee shooting gallery, Russell Ford, lived to see seven deep gashes nicked in his aqueous toss in three innings. The Senators ripped the mysterious hop and made his favorite tangent as straight as a string. Five runs dripped across while Ford was pitching. Next came Jack Warhop with his underhand sling. Germany Schaefer caught one of these shoots for a three-base slam, but at that Warhop might have lasted, his immediate retirement being necessary to give Manager Wolverton a chance to bat with the bases jammed.

Here was a dramatic situation. It's the fourth inning. Hartzell had walked, and was forced by Daniels. Dolan ballooned to Knight and Gardner owed his existence to a high throw to first by McBride. Gabby Street stalled and got a gift. Warhop up. Wolverton grasped the situation in a moment. He also grasped a bat.

The ol' boy has his nerve with him to spring this sensation. He used to poke 'em right over the stockade in Oakland. If he can lace it into Broadway right now it means four runs. Wolverton swings at the first one and misses. The applause grows less vociferous. He fouls a couple, and then Umpire Connelly calls one on him as Bob Groom shoots over another, and Wolverton is called out on strikes.

Not a ripple of applause; the crowd was handcuffed and gagged.

George McConnell, the human beanpole, was the third Yankee pitcher. The big fellow had a curve that kinicked like a pretzel and smoke enough to make the infield hazy, but, suffering crickets, he wasn't there with the control!

And as Ralph Waldo Emerson says, nothing don't get you anything without the old control.

Three jubilant jabs by Foster, Milan, and Schaefer, with Moeller's saunter, gave Washington two in the first. Hits by Milan and Schaefer, with lurid errors by Williams, Dolan, and Hartzell, cultivated three more in the third. Nothing to it. Wolter's muff of Milan's fly in the fourth put that person in position to score on Dutchman Schaefer's three-base drive.

No use going on; the runs continued to puncture the platter until Washington's share was 10.

The Yankees were not what you would call brutal with the bat. Bob Groom worked hard, and, although he was nailed for nine hits, he kept them pretty well scattered and had a very valuable habit of fanning the Yankees when hits would have harvested runs. Wolter was the best Yankee hitter, and got three bangs, one a long double. This double was followed by Hartzell's triple, and gave the Yankees a run. Zinn was given the privilege of leading off the Yankee batting order, and in the third he pummeled a triple to darkest centre, scoring Simmons, who had walked, when hitting in place of Williams. Zinn tripped home when the Washingtons were busily engaged putting Wolter out at first.

Never mind, the Yankees will win one of these days.

Boston Outbats Athletics and Wins.

PHILADELPHIA, April 16.—Boston won today's game 9 to 2 by hitting the deliveries of Krause and Danforth hard. Krause lasted only one inning. The game was featured by five double plays, two of which were started on line drives to Gardner; by Wood striking out 11 batsmen, thus equaling the season's record, and the batting of Hooper, McInnis, and Wood. The score:

BOSTON.	AB	R	H	PO	A	PHILADELPHIA.	AB	R	H	PO	A
Hooper, rf	3	2	3	1	1	Strunk, lf	5	0	2	2	0
Yerkes, 2b	5	1	1	2	0	Oldring, cf	4	1	1	3	0
Speaker, cf	3	2	1	4	0	Collins, 2b	4	0	2	2	0
Stahl, 1b	5	0	2	2	1	Baker, 3b	4	1	2	1	4
Gainer, 3b	4	1	2	2	3	Murphy, rf	4	0	0	0	0
Wagner, ss	4	0	1	2	0	McInnis, 1b	4	0	3	8	1
Wood, p	4	0	1	0	1	Barry, ss	4	0	1	3	4
Nunamaker, c	4	1	1	12	0	Lapp, c	1	0	0	2	0
Wood, p	4	1	2	1	1	Egan, c	3	0	0	6	2
						Krause, p	0	0	0	0	0
Total	37	9	14	27	7	D'forth, p	2	0	1	0	2
						*Maggert	0	0	0	0	0
						†Emerson	1	0	0	0	0
						Total	36	2	12	27	13

*Batted for Danforth in the ninth inning.
†Batted for Oldring in the ninth inning.
Errors—Gardner, Baker.

Boston	4	3	0	0	2	0	0	0	0	—9
Philadelphia	1	0	0	1	0	0	0	0	0	—2

Two-base hits—Hooper, Yerkes, Wagner, Nunamaker, Wood, (2,) Baker. Hits—Off Krause, 3 in 1 inning; off Danforth, 11 in 8 innings. Stolen base—Hooper. Double plays—Gardner and Yerkes; Gardner and Stahl; Barry and McInnis, (2;) Egan and Collins. Left on bases—Boston, 7; Philadelphia, 8. First base on balls—Off Krause, 1; off Danforth, 5; off Wood, 1. First base on errors—Boston, 1; Philadelphia, 1. Struck out—By Krause, 1; by Danforth, 3; by Wood, 11. Passed ball—Nunamaker. Time of game—Two hours and ten minutes. Umpires—Messrs. Westervelt and O'Loughlin.

First Triple Play of Season.

CHICAGO, April 16.—Chicago was out-hit and outplayed to-day and Detroit won the second game of the series 10 to 1. The weather was cold and the locals erred frequently, while Willett pitched almost invincible ball. A triple play was made by O'Leary, Bush, and Gainor, the first of the season. Callahan was hit by a pitched ball in the last inning and had to be assisted from the field. Score:

DETROIT.	AB	R	H	PO	A	CHICAGO.	AB	R	H	PO	A
Vitt, lf	6	1	2	0	0	Rath, 2b	4	0	0	1	3
Louden, 3b	5	1	2	1	2	Lord, 3b	4	1	0	3	0
Perry, cf	6	0	2	1	0	Cal'h'n, lf	3	0	2	1	1
C'w'rd, rf	5	2	2	0	0	Bodie, cf	4	0	2	0	0
Gainor, 1b	5	2	0	12	1	Mat'ck, rf	0	0	0	0	0
Bush, ss	2	2	1	6	4	M'Tyre, rf	2	0	0	1	0
O'Leary, 2b	5	1	1	2	7	Zeider, 1b	3	0	0	8	0
Stanage, c	5	1	3	4	2	Weaver, ss	2	0	0	3	3
Willett, p	5	1	3	1	1	Block, c	3	0	0	9	2
Total	44	10	16	27	17	Peters, p	1	0	0	0	2
						Delhi, p	0	0	0	1	2
						*Fournier	1	0	0	0	0
						†Collins	1	0	0	0	0
						Total	28	1	4	27	14

*Batted for Peters in the sixth inning.
†Batted for Delhi in the ninth inning.
Errors—Bodie, Weaver, 3; Perry, Willett.

Detroit	0	0	0	1	3	0	1	2	3	—10
Chicago	0	0	0	0	0	0	0	0	1	— 1

Three-base hit—Willett. Hits—Off Peters, 9 in 6 innings; off Delhi, 7 in 3 innings. Stolen bases—Block, Gainor, Crawford, 2; Bush. Triple play—O'Leary, Bush and Gainor. Left on bases—Chicago, 4; Detroit, 12. Bases on balls—Off Peters, 2; off Willett, 2; off Delhi, 3. Hit by pitcher—By Willett, 2. Struck out—By Willett, 4; by Peters, 3; by Delhi, 2. Passed balls—Block, 3. Time of game—One hour and fifty minutes. Umpires—Messrs. Egan and Evans.

Cleveland Wins Uphill Game.

CLEVELAND, Ohio, April 16.—Cleveland won an up-hill game to-day, 9 to 8. Pitchers Baskette and Frill, who started the game, failed to last until the first inning was ended, two doubles, a single, and a triple being made of Baskette and four singles off Frill. The score:

CLEVELAND.	AB	R	H	PO	A	ST. LOUIS.	AB	R	H	PO	A
Butcher, lf	3	1	1	1	0	Shotten, cf	2	1	0	4	0
Olson, ss	5	2	2	2	5	Austin, 3b	5	2	3	3	2
J'kson, cf	4	2	1	1	0	Stovall, 1b	5	1	2	6	0
Lajoie, 2b	5	2	3	3	3	Laporte, rf	5	1	1	1	0
Ryan, rf	4	0	2	3	0	Hogan, lf	5	1	2	4	0
H'horst, 1b	4	0	0	10	1	Pratt, 2b	4	1	2	0	1
Turner, 3b	3	1	1	1	0	Hal'nan, ss	2	0	1	2	2
O'Neil, c	4	0	1	6	4	Stephens, c	4	1	2	7	0
Bask'te, p	0	0	0	0	0	Frill, p	1	0	0	0	0
James, p	1	0	0	0	2	Brown, p	3	0	0	0	1
Bland'g, p	2	1	1	0	0						
*Graney	1	0	0	0	0						
Total	36	9	12	27	15	Total	36	8	13	25	7

Errors—Lajoie, Hallinan.
*Batted for Butcher in ninth inning.
†One out when winning run was scored.

Cleveland	3	0	0	1	0	0	3	0	2	—9
St. Louis	4	0	1	1	0	2	0	0	0	—8

Two-base hits—Lajoie, (2,) Blanding, Jackson, Stovall, (2,) Pratt. Three-base hit—Austin. Sacrifice hits—James, Hallinan. Sacrifice fly—Butcher. Stolen base—Shotton. Double play—Lajoie, Olson, and Hornhorst. Pitching record: Off Baskette, 4 hits in two-thirds of an inning; off James, 8 hits in five and one-third innings; off Blanding, 1 hit in three innings; off Frill, 4 hits in two-thirds of an inning; off Brown, 8 hits in seven and two-third innings. First base on balls—Off James, 3; off Blanding, 1; off Brown, 1. Hit by pitched ball—By Brown, (Turner.) Struck out—By Baskette, 1; by James, 4; by Blanding, 1; by Brown, 4. Passed ball—O'Neill. Wild pitch—James. First base on errors—Cleveland, 1; St. Louis, 1. Left on bases—Cleveland, 6; St. Louis, 6. Time of game—Two hours and twenty minutes. Umpires—Messrs. Dineen and Perrine.

Shake-Up In Fordham Nine.

Coach Frank Egan has made a couple of changes in the baseball team of Fordham University. The recent slump in the Maroons' playing is the cause. There will be a new catcher and third baseman when Fordham faces the nine of Tufts College from New Medford, Mass., this afternoon at Fordham Field. The absence of Skip McCarthy, star catcher for the past three seasons, and Al. Williams, the moist ball pitcher, who have become incapacitated, will be keenly felt by the players and the students.

Newark Gets Outfielder Coulson.

The Brooklyn Baseball Club yesterday sold Outfielder Bob Coulson to the Newark Club of the International League.

Baseball Contracts and Releases.

Thomas J. Lynch, President of the National League, has announced that the following contracts and releases have been approved:

CONTRACTS.

With Boston—Arthur Devlin, 1912-1913. With Cincinnati—Henry F. Peltz. With New York—Jeff Tesreau, 1912-13-14; Arthur Fletcher, 1912-13-14; J. T. Meyers, 1912-13-14; Harry E. McCormick; Fred C. Merkle; A. J. Shafer.

With St. Louis—Roger C. Bresnahan, 1912-13-14-15-16; J. John, J. A. Bliss, J. F. Clark, Jean Dale, W. G. Dell, George W. Ellis, Louis Evans, J. D. Geyer, Roy Golden, Robert Harmon, A. J. Hauser, Miller J. Huggins, Elmer Johnson, Louis Loudermilk, Lee Magee, Ten Million, H. H. Mowrey, E. T. Oakes, H. P. Gallee, W. H. Smith, William M. Steele, D. E. Willis, Joe Willis, Ivey Wingo.

With Chicago—Jack Pfeister. With Philadelphia—John Titus.

RELEASES.

By Chicago, to Jersey City, I. L., Joseph Agler; to Youngstown, P. C. L., Earl V. Moseley; to Louisville, A. A., James D. Nagle; to Louisville, A. A., Howard Northrupp.

By Cincinnati, to Great Falls, U. A., R. C. Hildebrand.

By New York, to Boston, N. L., Arthur Devlin; to Dallas, T. L., Evan Evans, and John J. Farrell.

By Philadelphia, to Sacramento, P. C. L., Harold Ireland; to Wilmington, T. G. L., Lee Hart; to Trenton, T. G. L., John Oldham.

By St. Louis, to Erie, O. S. L., John Scott, H. C. Beis and Fred Baker.

Stevens-Columbia Baseball Game.

The odds seem to favor the Blue and White when the Columbia baseball team plays Stevens Institute on South Field this afternoon at 3:30 o'clock. Against Fordham the Hoboken boys did not show very much, but their improvement has been so great that their adherents are firm in their belief that the team will carry away a victory. Columbia, though beaten on Friday, played errorless ball and hit Ekstrom, the star Dartmouth twirler, hard. Since then, favored by warmer weather, the team has shown more speed and accuracy than ever.

Providence Players for Fort Wayne.

FORT WAYNE, Ind., April 16.—Owner C. H. Varnell of the local Central League Baseball Club to-day purchased Pitchers Loudell and Renfer and Catcher Dobbins from Providence of the International League. These three players were sent to Providence earlier this Spring by Detroit.

American Association.

At Toledo—Toledo, 4; Kansas City, 2.

At Louisville—Louisville, 4; St. Paul, 2.

At Indianapolis—Minneapolis, 2; Indoanapolis, 1.

At Columbus—Columbus, 5; Milwaukee, 4.

Southern League.

At Mobile—Birmingham, 5; Mobile, 1.

All other games postponed.

Results of Exhibition Games.

At New Brunswick, N. J.—Troy, 4; Rutgers, 2.

At Lawrence—Providence, 8; Lawrence, 5.

At Lexington, Va.—Virginia Military Institute, 13; Western Maryland College, 10.

BASEBALL

Yesterday's Results.

AMERICAN LEAGUE.

Washington, 10; New York, 3.
Boston, 9; Philadelphia, 2.
Cleveland, 9; St. Louis, 8.
Detroit, 10; Chicago, 1.

NATIONAL LEAGUE.

New York, 8; Boston, 2.
Philadelphia, 4; Brooklyn, 2.
Pittsburgh, 8; Cincinnati, 2.
St. Louis, 20; Chicago, 5.

Standing of the Clubs.

AMERICAN LEAGUE.

	W.	L.	Pct.
Boston	4	1	.800
Philadelphia	3	1	.750
Cleveland	4	2	.667
Detroit	3	3	.500
Chicago	3	3	.500
Washington	2	2	.500
St. Louis	2	4	.333
New York	0	5	.000

NATIONAL LEAGUE.

	W.	L.	Pct.
Cincinnati	4	1	.800
St. Louis	4	1	.800
Boston	3	2	.600
Philadelphia	3	2	.600
New York	2	3	.400
Brooklyn	2	3	.400
Chicago	1	4	.200
Pittsburgh	1	4	.200

Where They Play To-day.

AMERICAN LEAGUE.

Washington at New York.
Boston at Philadelphia.
St. Louis at Cleveland.
Detroit at Chicago.

NATIONAL LEAGUE.

New York at Boston.
Philadelphia at Brooklyn.

BOSTON HELPLESS WITH RUBE IN BOX

New York's Stonewall Defense in Infield Helps Marquard Defeat Braves.

THE SCORE.

New York	0	1	0	0	3	4	0	0	0—8
Boston	0	0	0	0	0	2	0	0	0—2

NEW YORK	AB.	R.	H.	PO.	A.	E.
Devore, lf	5	1	2	1	0	0
Doyle, 2b	5	2	4	1	3	0
Snodgrass, cf	4	0	0	3	0	1
Murray, rf	4	0	1	0	0	0
Merkle, 1b	3	1	0	13	2	0
Herzog, 3b	4	0	1	2	4	0
Shafer, ss	2	1	1	2	3	0
Meyers, c	3	2	3	3	1	0
Wilson, c	1	0	0	2	0	1
Marquard, p	3	1	0	0	3	0
Totals	34	8	12	27	16	2

BOSTON	AB.	R.	H.	PO.	A.	E.
Sweeney, 2b	3	1	2	5	1	0
Campbell, cf	3	0	0	2	0	0
Miller, rf	4	1	1	0	0	0
Kaiser, lf	4	0	0	1	0	0
Houser, 1b	4	0	1	13	0	0
Spratt, ss	4	0	1	0	5	1
McDonald, 3b	4	0	1	1	7	1
Kling, c	2	0	0	5	6	0
Rariden, c	2	0	0	0	3	0
Tyler, p	1	0	0	0	0	1
Dickson, 2b	1	0	0	0	0	0
*Jackson	1	0	0	0	0	0
Totals	33	2	6	27	22	3

*Batted for Tyler in sixth inning.

Two base hit—Doyle. Three base hit—Doyle. Hits—Off Tyler 11 in 6 innings; off Dickson, 1 in 3 innings. Sacrifice hits—Campbell, Marquard. Stolen base—Doyle. Double play—McDonald, Kling and Houser; Herzog, Merkle and Shafer. Left on bases—Boston, 6; New York 5. First base on balls—Off Tyler, 4; off Marquard, 1. Hit by pitcher—By Tyler, Snodgrass. Struck out—By Tyler, 3; by Marquard, 5. Wild pitch—Tyler. Time of game, one hour and fifty-two minutes. Umpires—Messrs. Klem and Bush.

Special to The New York Times.

BOSTON, Mass., April 16.—The so-called Braves were introduced to Mr. Marquard to-day. The wily Rube mystified them from the start and when he retired after six innings only three measly hits were recorded against him. The young men did not strike out; they labored hard enough with the stick, but they were unable to push the ball beyond that stone wall infield which stood behind Marquard. And by the way Merkle was at his old post, having come to an agreement with McGraw as to finances.

The Giants at first found Tyler, the left hander, who officiated for Boston, not particularly easy to hit, but he was prone to lose sight of the plate, and they profited thereby so that after they got the hang of his swift shoots they had little difficulty in amassing eight runs.

Boston should have been whitewashed. Those two runs in the sixth inning were due to a base on balls to Sweeney, followed by a muff in centre field and another muff by Wilson close to the pitcher's box. Houser's singls closed the circuit.

In the fifth inning, after two men had fanned, Spratt and McDonald singled, but Kling's swift one that was intended to score them was corraled by Shafer. In the eighth two hits were made off Wiltse, but Doyle and Shafer by brilliant work put a stop to further proceedings.

The Giants run in the second inning probably would not have been scored had there been any one to cover the base when Shafer hit to the left of the pitcher, but the three runs in the fifth came all right.

Meyers singled and on Marquard's bunt McDonald threw low to second. Devore bunted and it rolled safe, crowding the sacks. Doyle doubled to right, scoring Meyers and Marquard. Snodgrass hit to Spratt who threw to Kling, getting Devore. Murray popped safely back of Spratt and Doyle scored. Snodgrass went out Kling to McDonald, trying a double steal. Kling tossed out Merkle.

And then in the sixth, after Spratt dug up a hot one and got Herzog at first, Shafer walked. Meyers beat out an infield, hit Shafer going to third and scored on Marquard's out, Spratt to Houser. A wild pitch put Meyers on third. Devore bunted safely and Meyers scored. Doyle tripled over Campbell's head and Devore scored. Doyle scored on Campbell's bad relay. Snodgrass was hit and Murray filed to Campbell, ending the session.

Doyle and Meyers were the heavy hitters, the former being the only Giant to connect safely with the balls served by Dickson, who relieved Tyler in the seventh.

The warm weather brought out a crowd of 6,000.

Cubs Humbled by Cardinals.

ST. LOUIS, April 16.—Errors and inability to hit at the right time brought defeat to Chicago to-day and was emphasized by heavy hitting on the part of St. Louis, giving the home team the game, 20 to 5. Score:

ST. LOUIS.	AB	R	H	PO	A	CHICAGO.	AB	R	H	PO	A
Hug'ns, 2b	3	3	2	4	4	Evers, 2b	4	0	1	3	4
Ellis, lf	5	2	2	4	0	Sheck'd, lf	3	0	1	0	0
Oakes, cf	3	2	1	1	0	Ccode, lf	1	0	0	0	0
Kon'cy, 1b	5	2	3	5	1	Schulte, rf	2	0	1	0	1
Magee, 1b	0	0	0	0	0	Miller, rf	1	0	0	1	1
Evans, rf	5	2	2	0	1	Zim'm'n, lb	4	1	1	6	0
Wills, rf	0	0	0	0	0	Lennox, 3b	1	0	1	1	0
M'wrey, 3b	4	0	0	1	1	Moore, 3b	2	0	0	1	1
Hauser, ss	5	3	2	1	3	Hofm'n, cf	3	2	1	1	0
Bliss, c	0	2	0	2	1	Tinker, ss	2	1	1	2	2
Wingo, c	2	0	2	3	0	Archer, c	2	0	1	3	0
Steele, p	1	2	0	0	0	Cotter, c	1	0	0	3	2
Willis, p	1	0	0	0	0	Cole, p	1	0	0	0	2
						Pearce, p	3	1	1	0	1
Total	34	20	16	24	11	*McIntire	1	0	1	0	0
						Total	31	5	10	21	16

*Batted for Sheckard in the seventh inning.
Errors—Evers, (3,) Zimmerman, Tinker, (2,) Archer, Cole.

St. Louis	1	0	2	1	0	2	5	0	0	—20
Chicago	0	1	0	1	0	0	0	0	3	— 5

Two-base hits—Hofman, Houser, Pearce. Home run—Ellis. Sacrifice hits—Oakes, Bliss, Hugging. Sacrifice flies—Tinker, Ellis. Stolen bases—Schulte, Oakes, Konetchy, Hauser, (2.) Double plays—Tinker, Evers, and Zimmerman, (2.) Hit by pitcher—By Cole, (Bliss;) by Steele, (Miller.) Bases on balls—Off Cole, 4; off Pearce, 4; off Steele, 1; off Willis, 4. Struck out—By Cole, 2; by Pearce, 3; by Steele, 1; by Willis, 2. Hits—Off Cole, 9 in 4 1-3 innings; off Steele, 6 in 6 innings; off Willis, 4 in 2 innings; off Pearce, 7 in 2-3 innings. Left on bases—St. Louis, 6; Chicago, 9. Time of game—Two hours. Umpires—Messrs. Johnstone and Eason.

O'Toole Pitches Well for Pirates.

CINCINNATI, Ohio, April 16.—O'Toole was in fine form to-day and allowed Cincinnati only five hits, Pittsburgh winning, 8 to 2. While wild, O'Toole was effective with men on bases. Smith, on the other hand, was hit opportunely. Wagner's batting and fielding featured. Bates injured his hand in the sixth and retired, Mitchell taking his place. Score:

PITTSBURGH.	AB	R	H	PO	A	CINCINNATI.	AB	R	H	PO	A
Byrne, 3b	5	1	1	3	1	Bescher, lf	2	1	0	0	0
Carey, lf	4	2	2	1	1	Bates, cf	0	0	0	1	0
Donlin, rf	2	0	1	1	0	Mitchell, rf	1	0	0	0	0
Wagner, ss	3	1	2	4	6	Hobl'zel, lb	4	1	1	10	0
Miller, lb	3	1	1	9	3	Marsans, rf	3	0	1	2	1
Wilson, cf	3	0	0	4	0	cf	3	0	1	2	1
M'C'thy, 2b	4	1	1	1	3	Egan, 2b	3	0	1	1	0
Gibson, c	4	1	2	4	0	Phelan, 3b	4	0	0	2	0
O'Toole, p	4	1	0	0	2	Esm'd, ss	3	0	1	6	7
						McLean, c	4	0	1	4	3
Total	32	8	10	27	16	Smith, p	3	0	0	1	2
						*Severold	1	0	0	0	0
						Total	28	2	5	27	13

*Batted for Smith in ninth inning.
Errors—Byrne, Marsans, Esmond, 2.

Pittsburgh	0	2	1	0	0	1	3	1	0	—8
Cincinnati	0	0	0	1	0	0	0	1	0	—2

Three-base hits—Hoblitzell, Gibson. Sacrifice hits—Bates, Donlin, Wilson. Stolen bases—Bates, Carey, 2. Double plays—Byrne, Miller, and Carey; Wagner and Miller; McCarthy, Wagner, and Miller; Esmond and Smith. Left on bases—Pittsburgh, 3; Cincinnati, 7. First base on balls—Off O'Toole, 7; off Smith, 4. Struck out—By O'Toole, 3; by Smith, 4. Time of game—Two hours. Umpires—Messrs. Brennan and Owens.

Georgetown, 5; Harvard, 1.

WASHINGTON, April 16.—Georgetown defeated Harvard here to-day, 5 to 1. The score:

	R.	H.	E.
Georgetown	5	8	2
Harvard	1	5	3

Batteries—White and Fury; Pelton and Reeves.

POGGENBURG AT HOME.

American Champion Speaks of International Billiards in Paris.

J. Ferdinand Poggenburg of the Liederkranz Club, the amateur billiard champion, arrived yesterday from abroad on the steamer George Washington, after his unsuccessful competition in the recent Paris tournament, won by Mortier, who, he asserts, is the best amateur billiardist in the world. Aside from his participation in the French series Poggenburg carried instructions from the National Association of Amateur Billiard Players to formulate an arrangement for alternate tournaments to be played in New York and in Paris.

It developed that this scheme was not considered feasible, but it has all but been decided to have a challenge trophy, which will be held by the champion, to be played for at a time and place selected by the holder, the games to be of 1,200 points duration, and continue through three or four evenings.

This would do away with the long drawn out tournaments, such as the last one in Paris, which scheduled forty-five games and lasted over two weeks, with at times four days intervening before a contestant would reach one of his games.

Poggenburg said that the playing conditions were generally better than here, and that he thought the climatic conditions of Paris conducive to better billiards by an American than our own. He admitted that the equipment was not as good as in America, and that the conditions which governed the tournament in which he competed were totally at variance with those which obtain here, where the tourneys are played in clubs.

In Paris the international series was played in a public room, where the players were not well protected from the criticisms and remarks of the onlookers. The system in the French capital called for a marker who tallied each point as it was scored, and a referee, who was seated, and did not, therefore, follow the players around the table, except in cases when a possible close decision was necessary.

Poggenburg believes that American players are, as a rule, just as good as those he played against with the possible exception of Mortier. He said that he had played as good as ever in his life, having made six runs of over 100 during the series. He found himself weak on his cushion carrom play because of the possible different action of the convex cushions on the tables in use there.

In his nursing and close play he did as well as at any time in his career. The tournament was the biggest success and the fastest that had ever been seen among amateurs, most of whom at different times made averages of 15.

Poggenburg announces that he will play no more billiards until next Winter.

Handicap Pocket Billiards.

Dr. William G. Howe, Alfred Warren, Harry M. Friedman, and G. A. Baldwin lead the divisions of the handicap pocket billiard tournament being decided at a matinee meeting under the direction of the National Association of Amateur Billiard Players at Paul's Riverside Academy, 125th Street and Seventh Avenue. Dr. Howe is one of the scratch competitors playing in the Class A division at 50 balls. He is the only player of the group, which includes John Fitzwater, William Fox, Morton Stern, George E. Earlle, and John Nellson, who stands undefeated.

Freidman and Baldwin, in Class B, are undefeated, each having won his only game. Van leads Class C with three games won and one lost. The winners of each class will meet in the finals. The standing follows:

Class A—Dr. W. G. Howe, (50 balls,) 3—0; William Fox, (30 balls,) 2—2; John Fitzwater, (50 balls,) 1—1; George E. Earlle, (

THE TIMES'S WIRELESS DISPATCHES

MISS QUIMBY FLIES ENGLISH CHANNEL

American the First Woman to Pilot an Aeroplane Across—Alights Near Boulogne.

HAS MADE OTHER RECORDS

The First Woman to Obtain an Aviation Diploma in This Country—Refused to Fly on Sunday.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, April 16.—Miss Harriet Quimby, the American airwoman, flying under the name of "Miss Craig," flew across the English Channel today, being the first woman pilot to accomplish the feat.

She left the Dover aerodrome on a Blériot monoplane at 5:30 A. M., passing over the town at a good speed and at a great height. She disappeared in the direction of Calais, and thirty minutes later was seen over Cape Gris Nez. She landed safely at Hardelot, further down the coast, near Boulogne, after making two circles over Boulogne.

Miss Quimby stated that she had a splendid trip in spite of the fog. She says she intends to return to England by air.

Miss Quimby, who had not previously flown in this country, was the first woman in America to win a license as an aviation pilot. She also has a French air license. When flying she wears a knickerbocker costume of thick wool, packed with satin. It is made in one piece, including the hood, which by an ingenious device can be converted into a conventional walking skirt.

Miss Quimby's feat is not the first in which this particularly daring young woman has led the way for her sex. She won the first air diploma for a woman in America, made the first flight by a woman in this country, and for a period held the American endurance record.

Once at an aviation meet at Nassau Boulevard Miss Quimby achieved fame of another kind by positively refusing a large financial return if she would consent to go aloft on Sunday. She had established the American endurance record for women the day before and was on the programme to defend her title against Mlle. Detriez, who had just arrived from France after sweeping the field of records for women. Miss Quimby announced that she had promised her mother that she would not fly on Sunday, and would not think of doing so. From a hangar she watched her opponent soar aloft until her own record had been broken by many minutes. She said she didn't care, as a record won on Sunday would be to her not worth while.

Until August of last year Miss Quimby had never been heard of in the field of aviation, although she was beginning to make her way as a magazine writer and author of books. One afternoon at Hempstead Plains it was announced that a woman was going to fly for her pilot's license. The aviators at the flying ground did not believe the report. Miss Quimby appeared, however, in flying togs. At 5 o'clock she climbed into her machine for a trial spin, but there was much fog overhead, and she hesitated until 7 o'clock, when she took the air in the presence of a few spectators. She rose to a height of 100 feet, cut a series of figures of eight, and landed almost on the spot from which she had ascended. On a second spin she went to a height of 200 feet, to comply with the regulation as to altitude, and on a third she made an effort to show her control in starting and alighting. She came down at last, a full-fledged airwoman, and there was considerable applause. That was last Aug. 2.

Miss Quimby's next appearance was destined to give her permanent fame. At a Staten Island fair in September she essayed to fly, and, news of her plan having been spread abroad, motion picture men, camera men, kodak men, and special writers appeared upon the scene. Miss Quimby did very well, and thereafter her photographs became familiar.

Early this year she went abroad. It was not supposed by her friends here that she meant to make any flights while in Europe. She was taught to fly by A. J. Houpert in the Moisant monoplane that was used by Matilde Moisant during her period of instruction.

HUNGARIAN CRISIS RENEWED.

Ministry Again Decides to Resign—Premier Goes to Inform the King.

BUDAPEST, April 16. — The Ministry has again decided to resign, and the Premier started to-day for Vienna to inform Emperor Francis Joseph.

A previous crisis in the Hungarian Cabinet was ended in the latter part of March by the Emperor-King's expression of confidence in the Cabinet under the Premiership of Count Khün von Hedervary.

The issue between the Emperor-King and the Ministry arose over the question of the King's right to mobolize the reserves. After resigning the Ministers consented to remain in office.

MORE NICARAGUAN ARRESTS.

Many Persons in Jail Owing to the Discovery of Some Old Rifles.

SAN JUAN DEL SUR, Nicaragua, April 16.—A large number of arrests were made to-day in consequence of the discovery of a few worn-out rifles and cartridges at Managua.

A grave split has occurred in the Governmental Party and has caused alarm among the supporters of the Government.

NORWAY AIDS AMUNDSEN.

The Storthing Votes $35,000 for His North Pole Expedition.

CHRISTIANIA, April 16.—The Storthing has granted 136,365 kroner (approximately $35,000) for Capt. Amundsen's projected North Pole expedition.

The vote was unanimous.

ACCUSES MANN OF LYING.

Graham Assails Colleague in the House Over Mrs. Gray Case.

WASHINGTON, April 16.—For the purpose of making the flat charge that Mr. Mann, the minority leader, knowingly had uttered a deliberate falsehood, Representative Graham of Illinois, Chairman of the House Interior Department Expenditures Committee, took the floor to-day and delivered a bitter assault on his colleague.

The attack grew out of Mr. Mann's allegations of a few days ago that Chairman Graham had befriended and advised Mrs. Helen Pierce Gray, alleged by him to be a woman lobbyist, active in Indian legislation.

An affidavit, which Mr. Mann had said proved his allegations, was read by Mr. Graham, who said it was neither proof nor even an affidavit, as Mr. Mann had alleged.

Mr. Graham, shaking his clenched fist at Mr. Mann, declared that he was justified in the belief that Mr. Mann "was trying to get these charges before the country when he had knowledge that they were absolutely false."

Mr. Graham charged that Mr. Mann virtually had falsified the records in the case. While Mr. Mann was pilloried he sat grimly in his seat and deigned no interruption.

$250,000 Fire in Santiago, Cuba.

SANTIAGO, Cuba, April 16.—Fire today in the central business section of this city did damage to the extent of $250,000.

SEDDON TO DIE TO-MORROW.

Home Secretary Declines to Advise the Murderer's Reprieve.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, April 16.—Home Secretary McKenna declined to-day to advise the King to reprieve Frederick Seddon, who is under sentence of death for the murder of Miss Barrow. In his formal decision Mr. McKenna says:

"After considering all the circumstances of the case I failed to discover any ground to justify interference with the law."

Seddon will therefore be executed on Thursday morning.

CONCERNED ABOUT MEXICO.

Taft and Gen. Wood Confer—Decisive Battle Expected To-day.

WASHINGTON, April 16.—Apprehension in official circles over the Mexican situation was indicated to-day by conferences at the White House, in which President Taft and the Cabinet, Huntington Wilson, Acting Secretary of State, and Major Gen. Leonard Wood, Chief of Staff of the Army, participated.

Culiacan, the capital of Sinaloa, has been captured by the Mexican rebels, according to State Department advices today. Guerrero was to-day added to the list of States, where the insurrecto movement is assuming greater proportions.

CHIHUAHUA, April 16.—The present positions of the Federal and the rebel armies indicate that the biggest battle of the revolution will be fought probably not later than Wednesday.

EL PASO, April 16.—Col. E. Z. Steever, commanding the border guard, has probably broken up the most menacing coteries engaged in smuggling arms and ammunition to the Mexican rebels.

Among those arrested are two soldiers of Company A, Twenty-second Infantry—Fred Freepartner and W. E. Mason, who will be tried by court-martial.

HINTS AT WAR IN ULSTER.

Bonar Law Says the People There Are Ready to Die.

LONDON, April 16.—The Home Rule bill passed its first reading in the House of Commons to-night by a vote of 380 to 266. The anouncement of the figures was received with deafening Ministerial cheers and the waving of hats and handkerchiefs.

In the course of the debate to-day Andrew Bonar Law, summing up for the Opposition, savagely assailed both the bill and the Government. The people of Ulster, he declared, were ready, in what they believed to be the cause of liberty and justice, to lay down their lives.

"You will not," said the Opposition Leader in conclusion, "carry this bill without submitting it to the people. If you try to do so you will succeed only in breaking the Parliamentary machine. The bill has been introduced because the Government is dependent upon the Irish votes. The Prime Minister gave a solemn pledge that he would reform the House of Lords, but that debt of honor must wait until he had paid his debt of shame."

T. P. O'Connor (Irish Nationalist) said that in Ireland they believed that the true Democratic road was through liberty to loyalty. "God Save the King" would be sung again in Ireland when it was not degraded into a song for a party faction.

Timothy Healy (Nationalist) said that the bill, instead of repealing the Union, as contended by the Opposition, made it perpetual with the consent of the Irish people.

Ask Forfeiture of Gen. Reyes's Bond.

LAREDO, Texas, April 16.—Bondsmen of Gen. Bernardo Reyes, whose attempted revolt against President Madero of Mexico failed last Fall, were to-day ordered to show cause at the next term of the United States District Court here why the bond should not be forfeited. The amount is $10,000. Reyes is now in a military prison in Mexico.

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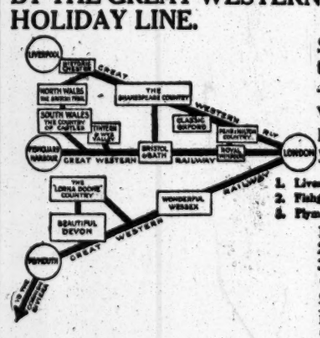

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Cincinnati ...20th, 11 A. M.
Pres. Lincoln..25th, 1 P. M.
Kais'n Aug.Vic.30th, 9 A.M.

MAY SAILINGS
‡¶Pretoria ... 4th, 12 Noon
Victoria Luise. 7th, 10 A. M.
‡*Batavia ....11th, 1 P. M.
Amerika ....16th, 9 A. M.
Pres. Grant..18th, 10 A. M.
‡¶Pennsylvania.23d, 11 A. M.
Cincinnati ...25th, 1 P. M.
Kais'n Aug.Vic.30th, 10 A.M.

JUNE SAILINGS
Victoria Luise. 6th, 9 A. M.
Pres. Lincoln. 8th, 11 A. M.
Amerika ....13th, 9 A. M.
‡¶Pretoria ...15th, 9 A. M.
Cleveland ...20th, 10 A. M.
Hamburg .....22d, 12 Noon
Kais'n Aug.Vic.27th, 9 A.M.
Pres. Grant...29th, 10 A. M.
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Mediterranean
Gibraltar, Algiers, Naples, Genoa
S. S. Moltke...April 18, 10 A. M.
¶S. S. Hamburg. May 15, 9 A. M.
¶S. S. Moltke..May 29, 10 A. M.
¶Will NOT call at Algiers.

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SUMMONSES.

SUPREME COURT OF THE STATE OF NEW York.—Plaintiff desires the trial in the County of New York.—THE GERMANIA LIFE INSURANCE COMPANY, plaintiff, against ANNA K. G. PEARSALL, De Anjou Pearsall, Nora E. P. Bergmann, Margaret S. Humphrey, Sarah A. Fay, Esther E. Outerbridge, Louise P. Avery, George P. Baisley and Schuylerine O. Baisley, his wife; Denton Pearsall and Bertha Pearsall, his wife; Henry F. Pearsall and Laura Pearsall, his wife; Gilbert Pearsall and Jane Pearsall, his wife, (the name "Jane" being fictitious, plaintiff being ignorant of the first name of the wife of said Gilbert Pearsall;) Elizabeth Pearsall, Arthur M. Pearsall and Josephine Pearsall, his wife; Helen Landridge, Henry W. Biggins, Angelo A. Scarpa, P. R. Van Scarpa, Francis McNamara, Anna Eckstein, (doing business under the name of Artists' Framing Company,) George E. McFadden, J. McCall, Miss A. Rooney, Florence M. Brenan, C. L. Griffin, M. B. Griffin, Baltimore Dairy Lunch Company, Julius Stein, and the People of the State of New York, defendants—File No. 8824, 1912.—Amended Summons.

To the above-named defendants:

You are hereby summoned to answer the amended complaint in this action and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer judgment will be taken against you by default for the relief demanded in the amended complaint.

Dated New York, March 20, 1912.

DULON & ROE, Plaintiff's Attorneys, 41 Park Row, Borough of Manhattan, New York City.

To Anna K. G. Pearsall: The foregoing summons is served upon you by publication, pursuant to an order of Hon. Edward J. Gavegan, one of the Justices of the Supreme Court, dated the 30th day of March, 1912, and filed with the amended complaint in the office of the Clerk of the County of New York, at the County Court House, in the Borough of Manhattan, City of New York.

DULON & ROE, Plaintiff's Attorneys.

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Cedric ..... April 18, 12:00 Noon
Lapland..... April 20, 10:00 A. M.
Celtic..... April 25, 12:00 Noon
Kroonland... April 27, 10:00 A. M.

AMERICAN Pier 62, N. R. 9:30 A. M.
Plymouth—Cherbourg—Southampton
St. Louis.....May 11 / Philadelphia.....May 18

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Kroonland.....Apr. 27 | Vaderland.....May 11
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Plymouth—Cherbourg—Southampton
Olympic (new)..May 4 | Olympic (new)..May 25
Oceanic...May 18, noon | Oceanic.....June 8
New York—Queenstown—Liverpool
Cedric....Apr. 18, noon | Adriatic.....May 2
Celtic.....Apr. 25, noon | Baltic.....May 9

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Twin-Screw Sailings Tues., 10 AM
†Rotterdam.....April 23
†Potsdam.....April 30
†New Amsterdam.....May 7
*Noordam .....May 14
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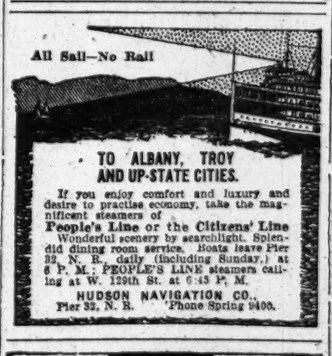

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SHIPPING AND MAILS

Miniature Almanac for To-day.

Sun rises...5:19 | Sun sets...6:41 | Moon rises...0:41

THE TIDES.

	High Water. A.M.	High Water. P.M.	Low Water. A.M.	Low Water. P.M.
Sandy Hook	7:20	7:40	1:17	1:24
Governors Island	7:33	7:57	1:34	1:54
Hell Gate	9:28	9:47	3:29	3:29

Arrived—Tuesday, April 16.

SS Cincinnati, Genoa, April 5.
SS Chicago, Havre, April 6.
SS Luisiana, Naples, April 2.
SS Alberta, Algiers, March 28.
SS Dartmouth, Teneriffe, March 29.
SS Bordwell, Pernambuco, March 26.
SS Joseph J. Cuneo, Jamaica, April 10.
SS Orange Prince, Trinidad, April 7.
SS Concho, Key West, April 11.
SS San Jacinto, Galveston, April 8.
SS Hamilton, Norfolk, April 15.
SS El Mundo, Galveston, April 9.
SS Kansan, Philadelphia, April 13.
SS Messina, Dundee, May 80.
SS Buffalo, Boston, April 13.
SS Estonia, Antwerp, April 3.
SS Etconian, Antwerp, April 3.
SS Matin, Antwerp, Mar. 31.
SS Prinz August Wilhelm, Colon, April 9.

Incoming Steamships.

DUE TO-DAY.

Queen Amelie	St. Lucia	Mar. 30
Algonquin	Turks Island	Apr. 10
Herminius	Barbados	Apr. 7
Hellig Olav	Christiansand	Apr. 6
Athinai	Palermo	Apr. 9
Bretagne	Havre	Apr. 9
Mesaba	London	Apr. 6
Yumuri	Cienfuegos	Apr. 8
Bohemian	Liverpool	Apr. 7
Cubana	Cardenas	Apr. 11
El Rio	Galveston	Apr. 11
Mohawk	Jacksonville	Apr. 14

DUE TO-MORROW.

Mauretania	Liverpool	Apr. 23
Arcadian	Bermuda	Apr. 10
Caracas	Curacao	April 11
Colorado	Galveston	Apr. 11
Momus	New Orleans	Apr. 13
Iroquois	Jacksonville	Apr. 15

DUE FRIDAY.

Celtic	Liverpool	Apr. 11
Macedonia	Patras	Apr. 4
Monterey	Vera Cruz	Apr. 11
El Norte	Galveston	Apr. 13
City of St. Louis	Savannah	Apr. 16
Parima	St. Thomas	Apr. 13
San Marcos	Brunswick	Apr. 16

Outgoing Steamships.

SAIL TO-DAY.

	Mails Close.	Vessels Sail.
Carmania, Liverpool	11:30 A.M.	3:00 P.M.
Zulia, San Juan	8:30 A.M.	12:00 M.
Bermudian, Bermuda	9:00 A.M.	11:00 A.M.
Santa Marta, Colon	9:30 A.M.	12:00 M.
Lady Carrington, Argentina	12:00 M.	3:00 P.M.
Comanche, Charleston	——	1:00 P.M.
Lampasas, Galveston	——	1:00 P.M.
Creole, New Orleans	——	12:00 M.

SAIL TO-MORROW.

G. Washington, Bremen	6:30 A.M.	10:00 A.M.
Bretagne, Havre	7:00 A.M.	10:00 A.M.
Cedric, Liverpool	8:30 A.M.	12:00 M.
Morro Castle, Havana	1:00 P.M.	3:00 P.M.
Oceana, Bermuda	8:30 A.M.	11:00 A.M.
Allemania, Haiti	1:00 P.M.	4:00 P.M.
City of Savannah, Savannah	——	1:00 P.M.
Katahdin, Brunswick	——	1:00 P.M.
Moltke, Naples	——	10:00 A.M.
El Siglo, Galveston	——	12:00 M.

SAIL FRIDAY.

Purus, Maceo	12:00 M.	3:00 P.M.
Seguranca, Nassau	12:00 M.	3:00 P.M.
Oranje Nassau, Haiti	12:30 P.M.	3:00 P.M.
Santiago, Haiti	——	12:00 M.
Mohawk, Jacksonville	——	1:00 P.M.

Supplementary mails are open on the piers of the American, English, German, and French transatlantic lines until within ten minutes of the hour of sailing.

By Wireless.

SCOTLAND LIGHTSHIP, (UNITED.)

SS Herman Frasch, Sabine to New York, 53 miles W. of Tortugas, 7 P. M.
SS Rio Grande, Brunswick to New York, 727 miles S., 7 P. M.
SS Alvina, West Indies to New York, 190 miles S., 3:30 P. M.
SS Cristobal, Cristobal to New York, 70 miles S., 7 P. M.
SS Algonquin, Dominican ports to New York, 97 miles S., 8 P. M.
SS Mohawk, Jacksonville to New York, 156 miles S., 7 P. M.
SS Antilla, Havana to New York, 220 miles S., 8 P. M.

Foreign Ports.

Arrived.

SS Lichtenfels, at Cape Town, April 16.
SS Kattenturn, at Wellington, April 15.
SS Werdenfels, at Port Said, April 16.
SS Touraine, at Havre, April 15.
SS Canada, at Naples, April 15.
SS America, at Naples, April 15.
SS Bramley, at Colombo, April 16.
SS Finland, at Antwerp, April 16.
SS Fangturn, at Suez, April 16.
SS La Campine, at Antwerp, April 14.
SS Uranium, at Rotterdam, April 14.
SS Pensacola, at Manchester, April 13.

Sailed.

SS Rochambeau, from Havre, April 13.
SS Korona, from Demerara, April 11.
SS Welgunde, from Santos, April 11.
SS Clement, from Para, April 13.
SS Princess Irene, at Gibraltar, April 16.
SS Coleby, from Huelva, April 15.
SS Calileo, from Rotterdam, April 14.
SS Bellucia, from Barbados, April 12.
SS Winifredian, from London, April 16.
SS Hesperus, from Rotterdam, April 15.
SS Galileo, from Hull, April 14.

Passed.

SS Buffalo, New York for ——, passed Gallo.
SS Prins der Nederlanden, Havre, via West Indies, passed St. Michael.
SS Saranac, Port Said for New York, passed Gibraltar.
SS Laura, New York for Algiers, passed Gibraltar.

Transpacific Mails.

Destination and Steamer.		Mails Close in New York.
Japan, Korea, and China (via Seattle)—Kamakura Maru	Apr. 18	6:30 P.M.
Hawaii, Japan, Korea, China, and Philippine Islands (via San Francisco)—Tenyo Maru	Apr. 19	6:30 P.M.
Japan, Korea, China, and Philippine Islands (via Vancouver and Victoria, B. C.)—Monteagle	Apr. 20	6:30 P.M.
Tahiti, Marquesas, Cook Islands, New Zealand, and Australia, (via San Francisco)—Manuka	Apr. 20	6:30 P.M.
Japan, Korea, and China (via Tacoma)—Chicago Maru	Apr. 26	6:30 P.M.
Hawaii, Japan

SAILORS' CLUB BEGUN IN TEARS FOR TITANIC

Prayer for the Lost Marks Cornerstone Laying of Seamen's Church Institute.

SILVER TROWEL FOR MAYOR

Dr. van Dyke Pays Tribute to Those Who Follow the Sea—Rooms as Memorial to Titanic's Men.

Mayor Gaynor in the presence of prominent clergymen, foreign Consuls, members of the Maritime Exchange, and many men and women interested in the welfare of the sailor laid the cornerstone yesterday of the new Seamen's Church Institute at South Street and Coenties Slip.

Over the exercises the disaster to the Titanic threw a cloud of gloom. The many men and women in the large room on the ground floor of the new building in course of construction, in which the exercises were held, were sad and depressed. Mayor Gaynor himself showed plainly that he felt the air of depression that pervaded the assemblage. One of the churchmen present said the exercises seemed more like a memorial service for the dead than an occasion which marked the beginning of a happy and snug home for sailors. When Dr. Henry van Dyke in his address referred to the sinking of the Titanic he brought tears to the eyes of all in the room, and when Bishop Burgess of Long Island offered a prayer for the lost and for the survivors sobs here and there in the room were distinctly audible. The exercises were opened with a prayer by the Rev. Charles S. Burch, Suffragan Episcopal Bishop of New York.

Mayor Gaynor was presented with a silver trowel by Edmund L. Baylies, Chairman of the Building Committee of the new institute. After the ceremony of the laying of the cornerstone the Mayor graciously returned the trowel to the institute that it might keep it as a souvenir of the occasion. Mr. Baylies, in presenting it to the Mayor, said it was fitting that the cornerstone of the new institute should be laid by such a person as the Mayor of the city. Mayor Gaynor in reply said:

Clubs for the Well-to-Do.

"The building is to meet one of the great needs of our times. Most of the ordinary men of the world hardly know what to do with themselves when they are not at work. Of no workman is this more true than of the sailor. The well-to-do people have their clubs, and by a law of the State these clubs are not only open, but open for all sorts of refreshments even on Sunday, as some of you clubmen present know very well. The ordinary man has no club. He therefore, if I may say so, is jobliged to make the liquor saloon his club; and we often hear it said that the man who has a club and his place to refresh himself even on Sunday, there being no excise law against clubs on Sunday. That is a discrimination which the ordinary man does not understand, and maybe when you and I come to think of it we may not be able to understand it either. He does not understand why his club should not be as free as the other man's club.

"Now the object of places like this is to give them a club. I tell you, my friends, all men are very much alike. Don't flatter yourselves that you know more or that you are above people in more ordinary walks of life. That is a mere vanity which some people indulge in. We are all alike. If we want to do good work in this world we must not divide ourselves into coteries or what are sometime called mutual admiration societies. We want to broaden ourselves out. We do not want the horizon of a little coterie, but our horizon should be all mankind. Then we will be in a position to speak to and to help all mankind.

Sailors Needn't Go Outside.

"I wish we could multiply clubs like this all over the city. I learn from what Mr. Baylies has said it is really a club. Those who come here may sleep here, may refresh themselves here, may eat and drink here, and will also have amusements here. They will not need to go out of this building for these things. Indeed, as I heard him speak, I thought the place ought to be named the Sailors' Club, but I am too late, it has been named already with some big name, I understand. I wish it well. The fact that so many people come here to this remote part of the city to participate in this ceremony shows more interest in it than I had anticipated, and shows that it is certain to be a success."

"I could see," said Dr. Van Dyke, who spoke on the landsman's dependence upon the seaman, "on every face to-day the shadow of sorrow and pity. There has been revealed to us like a lightning flash the perils and the dangers of the sea. We can feel in our hearts that some time at any hour a like peril might come to us. Then we shall want to know what kind of men are on the ship and in charge of it. Are they brave, loyal, true? God help us to remember then that it is women and children first. We would ask what kind of men they are, and not to what church they belong. Who would ask such a question when we face the black darkness, and the ship, shivering a moment, takes the final plunge?"

Dr. van Dyke paid a tribute to the men who follow the sea. He declared that we depend on them for a large part of our food supply, and that the sailor who does his work well and could be depended on in an emergency is the temperate man.

The new building will accommodate 500 men and will cost $950,000. There are to be reading and club rooms, an auditorium in which moving pictures and entertainments will be given, and a chapel in which services will be held by clergymen of all denominations and in all languages. Of the 390 rooms for seamen persons interested in the institute have paid for the building and furnishing of some 226 of them. An arrangement has been made by which the British Consulate will have its shipping office in the new building.

Dean William M. Grosvenor of the Cathedral of St. John the Divine offered a concluding prayer. Announcement was made that the Seamen's Benefit Society had given $200 to pay for two rooms as a memorial to the seamen of the Titanic.

E. G. CONNETTE RETIRES.

Leaves Public Service Commission to Go Back to Railroading.

E. G. Connette, transportation engineer of the Public Service Commission, handed in his resignation yesterday to take effect on May 15. He gave as his reason his desire to enter railroad service again. The matter came up yesterday at the regular meeting of the Commission and Chairman Willcox and the individual Commissioners expressed their regret at having to accept it. Commissioner Cram stated that he would regret the departure of Mr. Connette all the more if it had not been practically decided that the new subways were not to be operated municipally. It was suggested that if the Commission were to alter its policy on this matter there was no reason why Mr. Connette should not be re-engaged.

Mr. Connette is giving up a salary of $10,000 a year. He has been with the Commission since Sept. 1, 1909, coming to it from street railway work in Worcester, Mass. He would not discuss his plans yesterday, except to say that he wished to secure a post with larger pay and better chances of promotion. His job with the commission is exempt from civil service rules.

Massachusetts House for Income Tax.

BOSTON, April 16.—The income tax amendment to the Federal Constitution was adopted in the House of Representatives to-day by a vote of 116 to 95. If the resolution is favored in the Senate Massachusetts will be aligned with many other States in favor of this amendment. The same amendment was adopted by the House last year, but was lost in the Senate by one vote.

LINCOLN DESIGN CHOSEN.

Memorial Commission to Recommend One by Henry Bacon of New York.

WASHINGTON, April 16.—The Lincoln Memorial Commission by a close vote decided to-day to recommend to Congress the design for a memorial to Abraham Lincoln submitted by Henry Bacon, a New York architect.

Mr. Bacon's design, already approved by the Commission of Fine Arts, calls for a rectangular marble structure surrounded by Doric columns, each forty feet high, not unlike the Treasury Building here except that there is to be only one story. The statue of Lincoln, designs for which are yet to be submitted, will stand on a pedestal at one end of the structure. On one wall will be Lincoln's Gettysburg address, probably in bronze, and on the opposite wall his second inaugural address.

The memorial will stand in Potomac Park, south of the White House, on the same straight line as the Capitol and the Washington Monument. Congress already has authorized an appropriation of $2,000,000 for it, but the money has not been actually appropriated.

Russell Pope, another New York architect, was the only other competitor whose design was considered at to-day's meeting.

PORTO RICANS MUST WAIT.

Taft Promises Self-Government When They Acquire the Habit.

WASHINGTON, April 16.—President Taft gave his views to-day on the subject of granting American citizenship to Porto Ricans. In a letter to Santiago Iglesias, President of the Free Federation of the Workingmen of Porto Rico, he said:

As fast as the instinct and habit of self-government is acquired by the people at large, and no faster, the fullest possible measure of local and fiscal self-government should be granted.

The President said he was glad to see that neither Americans nor Porto Ricans entertained ideas of statehood.

LINERS HELD UP BY FOG.

Four Outside St. John, N. B., with 4,000 Passengers Aboard.

ST. JOHN, N. B., April 16.—Held by dense fog, four great liners with nearly 4,000 passengers for this port are anchored outside the harbor.

The Allan liner Corsican with nearly 1,000 has been off Partridge Island all day. The Donaldson liner Saturnia from Glasgow with 996, has been anchored several miles west of Cape Sable all day. The Canadian-Pacific Railway liner Montrose, with 1,000 on board, is supposed to be off Cape Sable, and the Hamburg-American liner Pisa, with 1,100, is anchored twenty miles down the bay of Fundy.

In wireless messages to the station here the commanders all say the ocean is enveloped in a cloud of fog, black as night. This evening the lightning is playing and wireless communication is difficult.

1,000 WOULD WED COL. GREEN

But He Is Interested in Business, Not Matrimony.

CHICAGO, April 16.—Col. Edward H. R. Green, son of Mrs. Hettie Green of New York, arrived in Chicago last night and talked freely of the many leap year proposals he has received since the first of the year.

"I have received more than1,000 letters from girls, young women, old maids and widows, in which they boldly propose marriage and try to persuade me that married life would be far greater happiness than for me to live alone," he said.

"I am interested only in business; these proposals do not interest me. There are many changes being made in mother's property in Chicago, and that is what I am here for. No wedding ring for me, right now."

Another ninety-nine-year lease was let on a Hetty Green property here yesterday. The deal was a small one, the term rental amounting to only $39,600.

39-CENT HATS IN DEMAND.

Some Requests to Have Them Adapted to Suffrage Beauty.

The Woman's Political Union is doing a rushing business in its 39-cent parade hats to be worn in the votes for women procession on May 4. This is the trimmed hat with a violet band around it. Big piles of round boxes filled with hats, standing in an ante-room of the headquarters of the Union, 46 East 29th Street, are being gradually depleted.

It would appear that some of the women who come for hats forget that the place is not a regular millinery shop. One woman wanted a hat cut down a few braids to make it more becoming, and another sent thirty cents in stamps by mail and wrote:

"Please send me a hat at your earliest convenience."

The woman who expects as much as that, gets the vote only over my dead body," said one of the officers of the Union in tragic tones when the letter was read.

The regular Sunday afternoon tea at Headquarters will be given over to the theatrical profession next Sunday. Mrs. Thomas Louden has the tea in charge, and 1,000 actresses are invited. Mary Shaw and Susanne Sheldon will be speakers.

POLITICAL RIOT IN HAVANA.

Several Wounded in Clash Between Partisans of Zayas and Asbert.

HAVANA, April 16.—Partisans of Alfredo Zayas, the nominee of the National Liberal Convention for the Presidency of the republic, and supporters of Gov. Asbert, the unsuccessful candidate, came into collision in a fierce riot on the Prado to-night. Many shots were fired and several persons were wounded.

The police charged the mob repeatedly. A large number of arrests were made and order was finally restored. The streets, however, are still patrolled by strong forces of mounted and foot police.

SUES WOMAN LAWYER.

Milliner Demands $2,000 of Mrs. W. D. Bosler for False Arrest.

Frieda Thomas Bosler, the lawyer whose marriage to Ex-Assistant District Attorney William D. Bosler, was announced some time ago, was a defendant yesterday before Judge Delehanty and a jury in the City Court. The plaintiff was Nettie Goldberg, a milliner. Miss Goldberg asked $2,000 damages for false arrest.

Last Summer, Miss Goldberg and Mrs. Bosler were at a vacation camp near Cornwall, Conn. They both kept their belongings in Mrs. Bosler's trunk. After a quarrel, in which sharp language was exchanged, Miss Goldberg, it was testified, demanded certain linens she had contributed to the camp outfit. She failed to get them, it is alleged. Later Mrs. Bosler missed or thought she missed $12 in cash from her trunk.

Her discovery of her supposed loss led her to call a policeman who escorted Miss Goldberg to the Cornwall police headquarters, where after hearing of the parley between the parties the policeman in charge refused to entertain any accusation against the milliner. Mrs. Bosler took the stand yesterday in her own behalf and denied vigorously that she had been actuated by malice. The trial will continue to-day.

J. A. Farrell the Guest of Schwab.

Special to The New York Times.

BETHLEHEM, Penn., April 16.—James A. Farrell, President of the United States Steel Corporation, was the guest of Charles M. Schwab, President of the Bethlehem Steel Company, and the Industrial Commission of Bethlehem tonight. It was the occasion of the third annual banquet of this town's Board of Trade, in which 500 business men participated.

TITANIC WRECK ECHO AT HOE LIBRARY SALE

Harry E. Widener, on Sunk Liner, Expected to Attend Part III. Sessions.

SAW BOOKS BEFORE SAILING

Caxton "Golden Legend" Brings $3,100—$1,400 Paid for Christopher Columbus's "Epistola."

"The Golden Legend of Jacobus de Voragine," translated by William Caxton and printed by Wynkyn de Worde in London in 1527 was knocked down to George D. Smith for $3,100 last evening at the Robert Hoe library sale at the Anderson Auction Company galleries. It was the highest price of the day. The total for the afternoon and evening sessions was $21,837. This makes the grand total to date $1,521,845.25.

This work is the third and last edition printed by Wynkyn. It is the Earl of Jersey copy, at the sale of whose library in London in 1885 it brought $880. The present price seems to be the record.

A fragment of forty-four leaves of "The Golden Legende," printed by William Caxton at Westminster in 1483, went to the same bidder for $2,100. It is Caxton's second edition and is from the Duke of Buckingham (Stowe) collection. With the exception of the Lord Spencer example, now in the John Ryland library at Manchester, England, all the copies known are more or less imperfect. There is no record of a previous public sale of the Hoe copy. A fragment containing fifty leaves, or six more than the Hoe example, brought $875 at the Sneyd sale in London in 1893.

Stephan Planck's second edition of the "Epistola" of Christopher Columbus, printed in Rome in 1493, and in dark red levant morocco binding by Lortic, went to Mr. Smith for $1,400. In this edition Queen Isabella's name appears in the heading for the first time. Only about twenty copies of it are known, eight being in public libraries in Europe, two in public libraries in America, and the others in private collections.

Dodd & Livingston paid $500 for the so-called "Verardus-Colombus," printed by J. Bergman de Olpe at Basle in 1494. The first part contains the drama written by Carolus Verardus to celebrate the capture of Granada from the Moors by Ferdinand; the second part consists of the letter of Columbus to Raphael Sanxtus, translated from Spanish into Latin by Alexander de Cosco. It is from the library of John Fuller Russell, at the sale of which in 1888 it brought $550.

Widener Bid $49,000.

The book dealers and private collectors attending the Hoe sale, as well as the officers and empolyes of the Anderson Auction Company, are deeply interested in the fate of Harry Elkins Widener, who has been one of the best known bibliophiles in America. It was for him that Dr. A. S. Rosenbach, at the Van Antwerp sale in London, gave $49,000 for a first folio Shakespeare, the highest price ever paid for this famous rarity. Mr. Widener, at the sale of Part I. of the Hoe library, was the under bidder for the Gutenberg Bible on vellum. He bid up to $49,000, and Henry E. Huntington obtained it for $1,000 more.

Two days before he sailed on the Mauretania for England, a few weeks ago, Mr. Widener wrote a letter to Walter M. Hill of Chicago, now attending the Hoe sale. In that letter Mr. Widener said that he expected to return on the Titanic on her maiden trip, and that he would be at the sale of Part III. of the Hoe library when it was about half over. He said that he did not expect to get many of the books, as Henry E. Huntington seemed bent on capturing the most valuable ones, and that he (Widener) did not care to take the leavings.

About 5 o'clock on the evening before he sailed on the Mauretania Mr. Widener visited the Anderson auction rooms and looked over the books in Part III. He said that he expected to return by April 16 or 17 and that he would be at the Hoe sale. He mentioned his interest in some of its treasures, including the Caxton edition of John Gower's "Confessio Amantis," which will be sold to-morrow evening and which will undoubtedly bring the highest price of Part III.

Among the other valuable and rare works sold last evening were the following:

"Symbolorum and Emblematim et re Heraldara," by Joachim Camerarius, Nuremberg, 1500-1506. From Bacon's copy, with inscription "Francis Bacon's booke" on the title page, $290. (Smith.)

"Recueil d'Ornamens," by G. P. Cauvet, Paris, 1777, $230. (Dodd & Livingston.)

"Le Tableau de Cebes de Thebes," Paris, 1543, $200. (Smith.)

"Novels of Perailes and Sigismund," first detioin in English of Cervantes's work, London, 1619, $150. (Smith.)

"Voyages et Discouvertures" of Samuel de Champlain, first edition, Paris, 1619, $500. (Dodd & Livingston.) Probably the Ives copy, which sold in 1894 for $150.

"Voyage de Chapelle et Bachau Mont," Amsterdam, 1751, with the arms of Madame du Barry in the centre of each cover, $210. (Bonaventure.)

"The works of Geoffrey Chaucer," edited by F. S. Ellis and printed by William Morris at the Kelmscott Press in 1896, $775. (Smith.)

"The Gentleman and Cabinet Maker's Director," by Thomas Chippendale, London, 1755, $210. (Slade.)

"The History of the Rebellion and Civil Wars in England," by Edmund Hyde, Earl of Clarendon, Oxford, 1702-4, $310. (Smith.)

"A Chain of Golden Poems," by Sir Aston Cokaine, London, 1659, $210. (Smith.)

The highest price at the afternoon session was $1,200, paid by George D. Smith for a copy of "The History of Kyng Boccus & Sydracke, how he confoundyd his iverneed men, and in ye syght of them dronke strange venyne in the name of the Trinite & dyd hym no hurt. Also his diuynte yt he lerned of the boke of Noe. Also his profyceyes that he had by reuelacyon of the Anngell." It is a black letter quarto, printed in London by Thomas Godfray, circa 1530, "at the coste and charge of Robert Saltwode, Moke (monk) of Saynt Austens at Cantorbury." It is translated from the French with English by Hugo of Campeden.

Only four copies are said to be known of this extremely rare book. The price paid yesterday is the record. It cost Mr. Hoe only $200, and the binding by Mercier cost him about $40 more.

Among the other notable books sold were the following:

Chaucer from Kelmscott Press.

"Opera" of Tacitus, Ametalodami, (Amsterdam,) Daniel Elsevir, 1672, $235, (Dodd & Livingston.)

"Corona della Nobile et Virtuose Donne," by Cesare Vecellio, Venice, 1592-93, $210, (order.)

"Oeuvres" of Nicolas Boileau-Despreaux, Paris, 1747, fine paper copy from the Yemeniz collection, $290, (Smith.)

"The Anatomy of Melancholy," by Robert Burton, first edition, Oxford, 1621, in blue levant morocco by The Club Bindery, $240, (Smith.)

There should be two sessions to-day, afternoon and evening.

CONSCIENCE MAKES HIM PAY.

Treasury Gets $2,000 from Stranger After Forty-six Years.

WASHINGTON, April 16.—A troubled conscience of forty-six years' duration was appeased to-day by a contribution of $2,000 to the "conscience fund" of the Federal Treasury.

The amount was received by Treasurer McClung from an unknown person in Chicago, who declared that he had suffered under the weight of his wrong for nearly half a century.

$6,580 Auto Owners in This City.

ALBANY, N. Y., April 16.—Secretary of State Lusansky reports that 58,782 owners of automobiles have been registered and 30,470 chauffeurs have been licensed for the fiscal year beginning Feb. 1 last. The State has received $539,054.50 from owners' fees and $70,019 in chauffeurs' fees, a total of $609,073.50. The New York City office of the department has registered 36,580 owners and licensed 23,939 chauffeurs.

THE BUSINESS WORLD

LATEST CUSTOMS RULINGS.

Various Imitation Stones Get Lower Duty—Other Decisions.

In partly sustaining protests filed by the American Bead Company, the Board of United States General Appraisers yesterday made rulings affecting several lines of imitation precious stones, glass beads, bars and ornaments. Judge Sharretts decided that imitation stones in the form of hearts having a hole in the upper extremity in which is inserted a diminutive brass screw ring are entitled to enter under the Tariff Act of 1909 as imitation gems at 20 per cent. The Collector classified them as "jewelry" with a tax of 60 per cent.

It was held that the same kind of stones set in metal with claws holding the stones in position being of less value than 72 cents per dozen gross are dutiable as manufactures of paste or metal at 45 per cent. Imitation gems with foil backs either pierced or not pierced are held dutiable as imitation gems at 20 per cent. instead of as beads at 35 per cent. Glass beads, bars and ornaments, drilled, of such inferior quality as to render them unfit for use in the manufacture of jewelry are taxable as beads at 35 per cent. ad valorem. Duty was reduced on a variety of other goods in which imitation gems figured.

Rothschild Bros. & Co. was denied lower duty on ornamented cotton strips. Duty was taken at the rate of 45 per cent. under the present tariff as manufactures of cotton not specially provided for, whereas the importers alleged the merchandise dutiable at only 10 per cent as "button forms." Judge Fischer writes the majority decision sustaining the Collector, while Judge Cooper files a dissenting opinion.

A controversy between E. Bischoff and the Government regarding the admittance duty free of Chinese porcelains alleged to be antiques over 100 years old was resolved for the most part in favor of the importer. At the same time, Judge Waite says the evidence is conflicting and that the question is a perplexing one. He finds that a few of the articles are modern porcelains, and these are held dutiable at the usual rates for such goods.

COTTON GOODS MARKET OFF.

Proposed Manufacturers' Agreement to Curtail Output Fails to Materialize.

A report from New Bedford, Mass., received in the New York cotton goods market yesterday states that the proposed movement for curtailment of production by manufacturers in and around that city has failed to materialize. The larger mills are said to have favored curtailment in an endeavor to put trading in fine cotton goods on a paying basis again, but the smaller mills declared that lessening their product would mean the increase in producing costs that would more than offset any benefit derived from a partial closing down. The demand for fine cotton dress goods is not very heavy this season because of the low price of silk and silk and cotton mixed goods, and prices are said to be at a level that prohibits any great action on the part of converters.

A prominent handler of these goods said yesterday that the slight improvement shown in the fine cotton fabric market during the past week or ten days has fallen off, and that the market is now in as chaotic a state as ever. The light demand for this class of goods at the present time and the apparent willingness of manufacturers to cut prices recklessly to get business from competitors are placing the fine cotton goods trade in a very bad position. No change in the situation is looked for during the next few months.

STOCK OF WOOLENS LOW.

Strikes Are Followed by Increases in Medium and Better Grades.

Following the curtailment of production of woolen and worsted dress fabrics enforced by labor troubles in Passaic and Lawrence comes the announcement of an increase of 1½ cents a yard on several of the medium and better grades of these goods. Stocks of desirable merchandise in the primary markets are low, and this is given as the real reason of the advance. Reports from salesman out with Fall lines show good buying by the retailers of the Pacific Coast and other Western States, and advices from the Middle West also indicate considerable activity on the part of buyers.

One or two of the cheaper lines of worsted dress fabrics are reported withdrawn from the market because of the demand for them exceeded manufacturing possibilities. Buyers who did not operate early are finding themselves in a rather undesirable position, as spot stocks of these fabrics are nominal and only long-time delivery orders are being taken.

Retailers are said to be placing some very satisfactory duplicate orders for Spring and Summer goods. Whipcords, Yorkshire mannish effects and serges, particularly plain and pencil-striped creams, are in excellent demand.

FOR STANDARD BASKETS.

This Would End Short Measure Abuses, Commission Men Contend.

Interest evinced in the recent short measure controversy between the Bureau of Weights and Measures and the local commission men has not yet subsided in the New York produce markets. The consensus of opinion of the trade is that the bureau acted too hastily in the matter and that the campaign for honest measure is not conducted along proper lines.

The commission men contend that it is the dishonest small dealer who defrauds the public, pointing out that when the wholesaler sells fruits or vegetables the retainers are heaping full. They further contend that after buying these commodities the dishonest dealer puts them in short measures or baskets of his own, often getting three baskets of fruit in this manner where two were purchased from the wholesaler. This, the dealers say, not only defrauds the consumer, but enables these dishonest retailers to supply their trade with purchases about one-third lighter than they ordinarily should be.

The remedy lies, it is declared, in the passing of State or Federal laws prohibiting basket manufacturers in various parts of the country from making fruit or vegetable baskets that do not comply in all respects with the standard regulations. Such a law, it is said, would be a guarantee to the consumer, a source of additional business for the wholesaler, and a benefit to the basket manufacturer, inasmuch as it would permit him to operate all his machines on various baskets of standard size and would greatly increase the output.

DRESS LINENS ADVANCE.

Yarn for Heavier Grades Is High—Foreign Markets Firm.

The demand for the heavier grades of colored dress linens is growing daily, according to a prominent selling agent handling these lines. The cloak and suit trade is said to be buying quite heavily, and stocks in dealers' hands are not large. The call for these goods has developed rapidly within the last two or three weeks, but because of the lack of demand earlier in the season dealers did not stock up heavily with them at that time. Agents are now having difficulty in getting goods made, as the production of several of the leading mills is reported sold up for some time to come. Coarse linens have advanced because of the scarcity and high cost of tow yarns, and further advances are expected.

The Irish and Scottish markets are reported firm with an upward tendency in price in evidence. Selling agents on this side of the Atlantic are not particularly pleased with prospects of an advance at this time. Considerable Fall business is said to have been already placed, and with prospects of good business coming at the present prices, agents are trying to hold off the threatened advance.

GEORGE D. ROGERS ASSIGNS.

Broker Not a Member of Any Exchange—Assets Unestimated.

George D. Rogers, a broker of 42 Broadway, made an assignment yesterday for the benefit of creditors to Nathan F. Griffin of 31 Nassau Street. James C. Lenney, counsel for the assignees, explained yesterday that the broker was not a member of any Exchange and dealt in stocks outright.

He could give no idea of liabilities, he said, and was unable to estimate assets, schedules not yet having been prepared. George D. Rogers's financial difficulties, he said, were due to his inability to realize on some of his investments.

BUSINESS TROUBLES.

JOSEPH W. STRAUSS.—A petition has been filed against Joseph W. Strauss, dealer in foreign post cards and lithographic novelties at 11 East Seventeenth Street, by Olcott, Gruber, Bonynge & McManus for these creditors: Harry M. Spence, $2,000; P. C. Ralli & Co., $49, and Maurice L. Smitkin, $80. Judge Mayer appointed Samuel Strasbourger receiver, bond $7,500, with authority to continue business thirty days on consent of Elsman, Levy, Corn & Lewine, attorneys for Mr. Strauss. Irving L. Ernst, representing the petitioning creditors, said that the liabilities are about $25,000 and assets $20,000.

AMERICAN DESIGNING AND REPRODUCING COMPANY.—A petition has been filed against the American Designing and Reproducing Company, manufacturer of designs, reproductions, and samples of various fabrics, and wall paper at 4 White Street, by Howard O. Pierson, a creditor for $618, of which $118 is for professional services and $500 on an assigned claim from Robert Schey, President of the company, for salary. Judge Mayer appointed Francis Gilbert receiver, bond $2,500, with authority to continue business ten days. It was stated that the liabilities are $11,000, nominal assets $50,000, and actual assets $6,000.

LAMBERT, SHEINHUT & RUBIN.—A petition has been filed against Maurice Lambert, Morris Sheinhut, and Herman Rubin, who compose the firm of Lambert, Sheinhut & Rubin, manufacturers of cloaks and suits at 836 Canal Street, by these creditors: Isidor Storer, $200; Edward C. Benoit, $322, and Henry V. Ball, $37. The liabilities are $6,500 and assets $1,000. Judge Mayer appointed Oliver Goldsmith receiver, bond $500.

CORNELIUS B. TIGER, laborer, at Poughkeepsie, has filed a petition here with liabilities of $1,564 and no assets.

U. S. PHOTOGRAVURE COMPANY.—Schedules of the U. S. Photogravure Company of 186 West Fourth Street show liabilities of $11,870 and assets of $6,525. Among the creditors are Charles W. Ellis, Centre Islip, L. I., $3,000; Ernest Foerster, $2,000, and M. Hallanan, $1,270.

N7W HADLEM CASINO.—Schedules of the New Harlem Casino, cafe and restaurant at 103 West 116th Street and 127 Lenox Avenue, show liabilities of $17,492 and assets of $509. Among the creditors are Bernheimer & Schwarz Brewing Company, $5,250, and R. Nasgell's Sons, $1,700.

MORRIS BIEBERFELD.—Schedules of Morris Bieberfeld, dealer in corsets and gloves, at 3,413 Third Avenue, show liabilities of $3,012 and no assets.

ROSA RAUSCH.—Judge Hough has dismissed the petition filed on Dec. 24, 1910, against Rosa Rausch, cloak manufacturer, of 36 East Eighth Street, on application of Joseph Lichtenberg, her attorney, as no one appeared in support of the petition when the case was called for trial.

JOSEPH GOLUB.—Judge Mayer has dismissed the petition filed on Feb. 9 against Joseph Golub, dealer in general merchandise, at 89 East Broadway, on consent of creditors.

GEORGE T. GATELY.—Judge Mayer has appointed Paul R. Towne receiver for George T. Gately, dealer in millinery, at 11 West Thirtieth Street, bond $1,200, with authority to continue business ten days.

GIUSSEPPE DI PALMA.—Judge Mayer has appointed Ely Newmann receiver for Giusseppe Di Palma, dealer in hats and umbrellas, at 211 Avenue B; bond $250.

JUDGMENTS.

These judgments for amounts more than $100 were filed yesterday, the first name being that of the debtor:

Arthur, Daniel V., and Lee Shubert—H. C. Campbell, $2,116.
Bochdam, Hugo—L. Gerisch, $198.
Bossert, Jacob W.—A. Schwoerer, Jr., costs, $138.
Brown, Louis—G. H. Taubenese, $386.
Clodie, Marcell R.—C. A. Wurm et al., $165.
Coleman, Thomas L.—National Horse Show Association of America, Limited, $196.
Chambers, Robert W.—Anderson & Co., $365.
Doushkess, Israel—H. Heidenreich, $1,299.
Du Toit, Louis—Northern Bank of New York, $394.
Daniels, Charles—Francis C. Neale, Inc., $276.
Di Benedetta, Joseph—B. Dunn, $511.
Deane, William E.—Beuermann, administrator, $410.
Dunsian, James W.—Bradley & Sons, $3,236.
Farmer, Alfred E.—E. Rosenbaum, $114.
Fowler, Charles N.—R. W. Jones, $1,060.
Friedman, Harry M.—O. Denoker, $181.
Goldberg, Jacob, and Rose—S. Diamond et al., $116.
Greenberg, Harry—R. Moschrowitz, costs, $106.
Henry, John—S. Bender, $323.
Hotz, George J.—Zenith Butter and Egg Co., $359.
Hamilton, William J.—F. D. Ciprico, $273.
Herzog, Samuel, and Bernard Alexander—L. Rosenberg, Inc., $116.
Herman, Raymond L.—S. Ostern, $102.
Hoadley, Frederick M.—G. Barrie et al., $297.
Hons, Haroid—H. White, $105.
Same—Same, $219.
Hackett, William H. Y.—W. S. Hoarl et al., $156.
Herzberg, Joseph; Samuel Abramowitz, and Theodore Herzberg—S. Schwartz, $164.
Hague, Lillian; Francis B. White, Ellen Mayer, and Ethel Parkerson—H. Kann's Sons, $125.
Irving, James D.—Frederick J. Grosse and A. N. Andrews Co.—L. Mendelson et al., $2,468.
Kaufman, Barnard—N. Tanenhaus, $247.
Kutner, Rudolph H.—Blumenthal & Bickart, Inc., $108.
Kasanoff, Harry and Nathan—Sobel Bros., $149.
King, Robert R.—H. H. Mosher, $281.
Same—Same, $182.
Lagomsky, Koppell—Eastern Clearing Co., $172.
Landi, Horace and Jacob Elemick—G. Raymond & Co., $782.
Lippman, Israel—F. C. Van Asten, $2,981.
Meisel, Christian G.—J. L. Baker, $12,344.
Michaels, Maud and Marion Snow—S. Levy Realty Co., $186.
McCarren, Anastasia—James S. White & Co., $290.
Murphy, Mary, adm.—M. J. McCaffrey, $883.
Michs, Max—B. K. Bloch, $452.
Maherm, James J.—N. M. Mandel, costs, $185.
Pettke, Albert—G. Robitzek & Bros., Inc., $168.
Redmond, Michael—Northern Bank of N. Y., $3,681.
Scheibel, Alfred—J. F. Taylor, $266.
Schindelheim, Morris—F. Rosenfeld, $102.
Schreuer, Adolph—L. Robison, et al., $408.
Silverman, Adolph—H. G. Coogan, $1,124.
Sternberger, Max—O. R. Theilhart, et al., $224.
Schmidt, Wm. and Frederick—Bernhard Distilling Co., $233.
Schwarz, Harry—Marks & Wartels, $148.
Steinhardt, Benjamin—M. Orloff, $196.
Tilt, Albert—Bierhoff et al., costs, $101.
Thompson, John M.—V. H. Holland, $111.
Vega, Marie—Richmond Storage Warehouse and Van Co., $176.
Woodhull, Ann M. and Jesse C.—Harriman National Bank of City of N. Y., $4,046.
Weinstein, Julius—C. B. Squier, $3,436.
White, Wm. J.—W. H. Herbst, $396.
Yetmann, Chas. E.—U. T. Hungerford Brass and Copper Co., $431.
North American Wireless Corporation—Brooks & Co., $885.
Farmers' Loan and Trust Co. and Florence L. Southack, executors—M. Ball, Jr., $28,108.
Bronx Store Co.—City of New York, $168.
Sixty-fourth Street Co.—Same, $217.
Southern Contracting Co.—Same, $106.
Trident Fire Co.—Same, $516.
Tennessee Valley Phosphate Co.—Same, $158.
Tudor—Same, $138.
Turtle Island Improvement Co.—Same, $168.
United Surety Co.—J. C. Bernheim, $669.
American Benevolent Minsker Association—R. Silverman, $581.
City of New York—A. H. Joline et al., costs, $103.
Knickerbocker Ice Co.—G. Arnister, $341.
Alfred E. Norton Co.—J. Drummond, $5,606.
Continental Asphalt Paving Co.—R. J. Collier, $1,685.
James Murtagh Co.—T. Halloran, $485.

Satisfied Judgments.

The first name is that of the debtor, the second that of the creditor, and date that when judgment was filed:

Briggs Avenue Realty Co.—L. Terregiana et al., Oct 17, 1911, $509.
Burns Brothers—F. Ryan, Dec. 21, 1911, $742.
De Andrea, Arthur—F. B. Van Dusen, Feb. 20, 1908, $157.
Green, Sidney—F. Waterman, Sept. 29, 1911, $194.
Gladstone, Joseph, Sernin Herman, and David Herman—Twenty-third Ward Bank, Dec. 29, 1911, $324.
Gimbal Brothers—H. Dulberger, Jan. 4, 1912, $495.
Moore, Frank J.—L. J. Carey, Nov. 28, 1911, $1,453.
M. R. L. Building Co.—Michael Cohen & Co., Feb. 16, 1912, (released.) $2,080.
Hansen, Henry C., and Michael Slater—People, &c., March 21, 1912, (vacated,) $500.
McCabe, Matthew, and Michael Salter—People, &c., March 21, 1912, (vacated.) $1,000.
Berggoll Motor Car Co of New York—Fleischman Vehicle Co., March 27, 1912, (vacated,) $234.
Heymsfeld, Adolph—S. Corn, Nov. 17, 1911, (vacated.) $216.
Needle, Morris—Robert Reis & Co., Feb. 20, 1907, $241.

FOREIGN TRADE OPPORTUNITIES

Special to The New York Times.

WASHINGTON, April 16.—The Consular and Trade Report will note the following Foreign Trade Opportunities. Further information regarding these may be obtained by addressing the Bureau of Manufactures, care of the Department of Commerce and Labor, Washington, D. C., giving the number of item referred to.

8,531. GASOLINE OR KEROSENE ENGINES.—Consul General Louis H. Ayme of Lisbon, Portugal, reports that a number of bids were received from the United States for the pumping and electric installations in connection with the projected dock improvements at that port, and the contractors were much impressed with the bids. The contractors now ask for proposals on gasoline or kerosene engines, each of 150 horse power, to be coupled direct to electric generators to develop 150 to 200 kilowatts of electricity at 120 volts direct current. Fullest particulars, blueprints, &c., should be furnished: net and gross and dimensions of each part boxed for delivery in metric system; price, free on board, New York, or cost, insurance, and freight, Lisbon, direct steamer; length of time from order to delivery, and expense of help, if necessary, to install.

8,532. RUBBER ARTICLES AND SPINDLE OIL.—A business man in Germany wants to be placed in touch with manufacturers of technical rubber articles and spindle oil in the United States, with a view to represent them in that market.

8,533. THE PROPRIETOR OF A PLUMBING CONCERN IN FRANCE INFORMED an American Consul that some sample American radiators left at his place of business a year ago, which were later installed, proved very serviceable, and desires to get the address of firms in the United States which manufacture pressed steel radiators for steam or hot water heating.

8,534. WATCHES.—An American Consul officer in Sweden reports that a firm in his district desires to import a cheap grade of American watches.

8,535. DESKS AND OIL STOVES.—The name of a firm which desires catalogues and quotations, cost, insurance, and freight, a certain point on cheap roll topped desks and oil stoves was forwarded to the Bureau of Manufactures by an American Consul in Turkey.

8,536. COAL.—A firm in Sweden requested an American Consular officer to place it in communication with coal exporters in the United States as the firm believes that there is a good opportunity to place American coal on the market. Quotations cost, insurance, and freight, Swedish ports, are desired for large and small screened, as well as unscreened steam and gas coal. Also if possible, an analysis and description of the coal and screening and its comparison with British coal.

8,537. HARDWARE AND SPORTING GOODS.—An American Consul in Canada has forwarded to the Bureau of Manufactures the name of a person who has had extensive experience in the hardware business, and who desires to represent American exporters of hardware and foundry and sporting goods.

8,538. LEATHER AND RUBBER BELTING.—An American Consular officer in Canada reports that a firm in his district wishes to secure the agency of a good line of American rubber and leather belting for the province.

8,539. OLOGRAPHIC PAPER OIL PICTURES.—An American Consul in Germany reports to the Bureau of Manufactures that prospective buyers in his district want the names of manufacturers of "ologrophic" paper oil pictures in the United States.

8,581. SPORTING GOODS.—A business man in Canada who has opened a sporting goods store wishes to be placed in touch with firms in the United States exporting guns, ammunition, fishing material, camp outfits, motor boats, and accessories, canoes, tents, &c.

8,582. DRY PASTE.—A firm in Canada wishes to obtain the agency in one of the provinces for a good line of dry paste for paper hanging. Reference is furnished.

HOME TRADE OPPORTUNITIES.

Special to The New York Times.

WASHINGTON, April 16.—Further information regarding the following home trade opportunities may be obtained

PERE MARQUETTE IS TO CUT WAGES

Withdraws from Conference on Engineers and Will Ask Employes to Help Road Out.

NOW IN RECEIVER'S HANDS

Engineers and All Other Classes Getting More Than $50 a Month Expected to Concede 5 Per Cent.

Following the withdrawal of representatives of the Père Marquette Railroad from the conference of executives of the Eastern railroads called to act on the demands of locomotive engineers for an 18.6 per cent. advance in pay, it became known yesterday that every employe of this company, whether a member of a union or not, who has been receiving more than $50 a month in wages or salary, will shortly be asked to accept a reduction of 5 per cent. The aggregate saving to the company is expected to be $800,000 a year.

The Père Marquette was forced to drop out of the conference over the engineers' demands when it went into a receivership. Officials of the company had maintained, together with the larger railroads, that they were financially unable to grant the advance asked for by the enginemen. With the throwing of the road into a receivership, it was decided to ask the locomotive engineers, as well as all other employes, to help the property back to solvency. To this end President Cotter has accepted a cut of 50 per cent. in his salary.

The only men not affected by the wage reduction are those whose wages now amount to $50 a month or less, or whose pay would be brought to $50 by the reduction, and the comparatively few employes who have not had an increase in pay during the past three years. The Erie Railroad followed this plan after the panic of 1907, reducing wages and salaries 10 per cent. The Erie's former schdule was restored something over a year ago, when earnings had made a big increase.

The three reorganization committees of the Père Marquette are to get the advice of a practical railroad man before deciding on a plan of reorganization. The present belief is that it will not be necessary either to scale down the outstanding securities, or levy any assessment. Earnings have recently shown an improvement such as to lead the committees to believe that interest charges and maturities can be met out of current income. The only receivers' certificates to be issued are for the purpose of paying taxes.

Receivers of the Père Marquette have decided on the purchase of 14,000 tons of 90-pound rail, of which 1,000 tons have been ordered. This will be used to relay 100 miles of main track, and signifies a change from the standard 75-pound rail which has been used on the system heretofore. It is planned gradually to replace all of the lighter rail on the main track. The new rails, together with additional rolling stock which will shortly be ordered, are to be paid for out of current earnings, and will not be allowed to increase the company's capital obligations.

TAKE UP McCRUM-HOWELL CO.

Committee Chosen to Consider Reorganization and Adjustment.

Albert H. Wiggin, John C. McKeon, Charles H. Sabin and Herman Waldeck have been appointed a committee to formulate a plan for the rehabilitation of the McCrum-Howell Company. It will lie in the discretion of the committee to reorganize the company or any of its subsidiaries or to adjust the claims against the company without a reorganization.

The concern, which has head offices in Chicago, manufactures enamel ware, heating fixtures and vacuum cleaners. After a sensational drop in its securities on the Chicago Stock Exchange a month ago it was learned that its finances were in a bad way. Receivers were appointed March 14, although the company's attorney stated that the concern was not insolvent. Its liabilities were put at $2,000,000. The failure was attributed to over expansion and consequent absorbtion of working capital. The Bankers Trust Company has been appointed depository of the company's securities under the plan to be formulated by the committee.

SECURITIES CO. ASKS AID.

Manhattan Directors Tell Court Receivership Will Save It.

Supreme Court Justice Erlanger will hear arguments to-day on an application for the appointment of a receiver for the Manhattan Securities Co. The application was made by several of the Company's Directors, Edmund K. Stallo, Elliott A. Cowden, David D. Mallory, David L. Van Nostrand, Henry C. Rath, and Richard W. Jones, Jr. According to their petition the company has ample assets to pay all creditors in full, if allowed time.

Its solvency, however, is threatened, they say, by suits against it, to collect moneys on claims which are being pressed unfairly at a time when some of its assets are tied up and cannot be turned into cash without great loss. The petitioning directors say that collateral worth $497,463 is deposited against notes of the company for $242,947.

The Manhattan Securities Company has offices at 165 Broadway. It was organized in 1902, for the purpose of providing funds for the electrification of the non-electric surface railways of the city. It never undertook this work, although it was reported to have backing for $30,000,000 from several large banking interests. It has promoted realty and mining enterprises in Arizona and Nevada. Some of these ventures are now at a standstill for lack of working capital.

MARCH EXPORTS HEAVY.

Cotton, Foodstuffs, and Oils Valued at $93,838,512.

WASHINGTON, April 16.—Exports of cotton, foodstuffs, and oils from this country in March of this year were valued at $93,838,512 as compared with $64,532,015 for the same month a year ago, according to a bulletin just issued by the Commerce and Labor Department. For the nine months ending with March this year there was a slight decrease in these exports, the total value being $791,205,116 against $792,670,270 for a similar period closing March 31, 1911.

By groups the comparative March totals were as follows:

Breadstuffs, $11,322,295, 1911; $9,564,572, 1912; cottonseed oil, $1,954,219, 1911; $2,838,768, 1912; cattle, hogs, and sheep, $1,108,182, 1911; $575,692, 1912; meat and dairy products, $11,555,431, 1911; $12,670,197, 1912; cotton, $29,678,378, 1911; $60,657,551, 1912; mineral oils, $8,928,515, 1911; $7,611,747, 1912.

Trustee for Bingham Copper Co.

Special to The New York Times.

BOSTON, April 16.—At a first meeting of the creditors of the Bingham Copper Company to-day, B. Devereaux was elected trustee, and a bond of $5,000 was required of him by Referee Olmstead.

THE OUTSIDE SECURITIES.

Trading in Diminished Volume and Prices Reactionary.

Curb trading was in diminished volume yesterday, and prices were generally reactionary. Many of the coppers closed fractionally lower. In the industrial list Lehigh Valley Coal Sales Company sold off from 252 to 245 and closed at 246 after sales of 345 shares. The bond list was sluggish.

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Transactions reported yesterday in the outside market, with opening, high, low, and last prices, were as follows:

INDUSTRIALS.

Sales.		Open.	High.	Low.	Last.
900..	*Allied Sec. Co.	83	86	83	86
100..	‡Am. Coal P. pf.	109½	109¼	109½	109½
1,800..	Am. Writing P..	2⅞	3¼	2⅞	2⅞
2,500..	Brit-Am. Tob...	24	24	23½	23½
63..	J. I. Case pf....	102	103½	102	103
845..	Lehigh Val. C. Sales Co....	252	252	245	246
750..	Manhattan Tr..	2	2	1¾	1¾
314..	R. J. Reynolds..	220	220	219	219
328..	M. Rumely Co..	99½	99¾	99½	99⅞
85..	Stand. Oil, N. J.	397	399	397	399
215..	Studebaker Co...	†39	39	37	37
200..	Sulzberger pf....	101	101¼	101	101¼
250..	Un. Cigar Mfr..	59	59	59	59
800..	Un. Cigar Stores.	185	185	180	181
10..	F. W. Woolworth pf. flat.....	112¼	112¼	112¼	112¼

MINING STOCKS.

700..	Am. Porc. Gold.	32	33	32	32
2,400..	*‡Beaver Consol.	43	46	43	43
5,600..	Big Four.....	60	62	60	62
400..	Braden Coper....	5½	5½	5⅝	5⅝
200..	Brit.-Col. Cop...	5⅝	5⅝	5⅝	5⅝
500..	*C. O. D Con...	11	11	11	11
700..	Con. A. Smelt...	9-16	9-16	9-16	9-16
400..	Davis-Daly Cop.	1 13-16	1 13-16	1¾	1¾
2,250..	Dia. B. Butte..	11	11	11	11
1,000..	Dia. F. Daisy..	11	11	11	11
2,100..	*El Paso Con....	81	83	81	82
120..	Florence	84	84	84	84
2,000..	Giroux Mining..	6	6	5⅞	5⅞
1,500..	Greene-Cananea..	9⅝	9⅝	9¼	9¼
400..	*Greenwater	8	8	8	8
1,500..	Insp. Con., w. i.	19⅜	19⅜	19¼	19¼
200..	La Rose Con...	3⅝	3⅝	3⅜	3⅜
200..	Mason Valley ..	12¼	12¼	12¼	12¼
350..	Nevada Hills ...	2½	2 9-16	2½	2 9-16
200..	‡Nip. Mines Co.	8	8⅛	8	8⅛
130..	Ohio Copper	1⅝	1⅝	1⅝	1⅝
300..	Pac. Smelters..	9-32	9-32	9-32	9-32
200..	Porcu. Central..	5 9-16	5 9-16	5 9-16	5 9-16
200..	Porcu. Northern..	1½	1½	1½	1½
2,500..	Preston E. D....	10	10	8	8
350..	Silver King Con.	1 1-16	1 1-16	1 1-16	1 1-16
500..	S. U. M. & S...	1½	1½	1½	1½
600..	Stewart	1⅜	1⅜	1⅜	1⅜
180..	‡Tonopah Mining	8	8	8	8
2,100..	Tonopah Ext....	2¼	2 5-32	2¼	2 5-32
200..	Tri-Bullion	¾	¾	¾	¾
500..	*‡Wet. Gold M..	62	63	62	63

BONDS.

$30,000..	Ins. Con. cv. 6s.	105	105	105	105
1,000..	Mason Val. 6s.	125	125	125	125
12,000..	N. Y. C. 4½s.	102	102⅛	102	102⅛
1,000..	South. B. T. & Tel. 5s	100¼	100¼	100¼	100¼
85,000..	West. Pac. 5s.	88⅝	88⅝	88	88

*Sells cents per share. †Odd lots. ‡Ex divi dend.

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	April 16. Bid.	Asked.	April 15. Bid.	Asked.
A., G. & W. I.....	7½	8½	7½	8½
A., G. & W. I. pf.....	15	17	15	17
Am. Light & Trac....	802	805	802	805
Am. Light & Trac. pf.	107	109	107	109
Borden's Cond. Milk...	124	125¼	124	126
Borden's Cond. Milk pf.	108½	109½	108½	109½
Braden Copper	5⅝	5½	5⅝	5½
British Col. Copper....	5¼	5½	5¼	5½
Con. Rubber Tire....	9	10	9	10
Con. Rubber Tire pf..	40	50	40	50
Davis-Daly	1⅜	1⅝	1⅜	1⅝
F. W. Woolworth.....	77	78	77	78
F. W. Woolworth pf....	111	111½	111	111½
First National Copper..	3½	3½	3½	3½
Giroux Mining	5⅜	5⅞	5⅜	6
Greene-Cananea	9¼	9⅜	9⅜	9½
Guggenheim Explor....	225	228	226	227
Inter. Rubber ctfs.....	17	17⅜	17	17⅜
J. Kayser	66	68	66	68
J. Kayser pf.....	107	..	107	..
Kerr Lake	2⅞	3	2⅞	3
La Rose Con.....	3⅝	3⅝	8 11-16	3¾
Lehigh Val. S. Co., w. i.	245	246	250	252
M. Rumely Co.....	99½	100	99¼	100
Mason Valley	12	12¾	12	12¼
Nipissing	8	8⅛	8	8⅛
Nev. Central	2⅜	2½	2¼	2½
Studebaker Co.....	37	39	38	39
Studebaker Co. pf....	97	98	97	98
Tonopah Mining	8	8¼	8	8¼
United Cigar Mfrs....	58½	59½	58¼	59½
United Cigar Stores....	180	181	184	185
U. S. L. & H., new...	12	13	12	13
U. S. L. & H., new, pf.	80	85	80	85
West. Pacific 5s.....	88	88¼	88	88¼
Yukon Gold Mines	3⅜	3⅝	3⅜	3⅝

STANDARD OIL STOCKS.

Capital.	Company.	Bid.	Asked.
$5,000,000..	Anglo-American Oil	14	14½
5,000,000..	Atlantic Refining	450	475
200,000..	Borne & Scrymser.....	200	250
10,000,000..	Buckeye Pipe Line.....	125	135
500,000..	Chesebrough Mfg.....	600	690
250,000..	Colonial Oil	130	170
300,000..	Continental Oil	850	950
3,000,000..	Crescent Pipe Line	60	65
1,000,000..	Cumberland Pipe Line...	90	100
5,000,000..	Eureka Pipe Line, ex div.	280	300
8,000,000..	Galena Signal Oil.....	230	240
2,000,000..	Galena Signal Oil pf....	140	145
6,000,000..	Indiana Pipe Line.....	100	110
2,725,575..	National Transit	35	38
5,000,000..	New York Transit.....	280	300
4,000,000..	Northern Pipe Line.....	100	110
5,000,000..	Ohio Oil	99	102
8,000,000..	Prairie Oil and Gas.....	255	265
500,000..	Solar Refining	600	660
10,000,000..	Southern Pipe Line.....	150	190
2,500,000..	South Penn. Oil.....	600	680
3,500,000..	S. W. Penn. Pipe Line..	140	155
25,000,000..	Standard Oil (Cal.).....	180	190
1,000,000..	Standard Oil (Ind.).....	234	238
30,000,000..	Stand. Oil, (Ind.,) w. i.	234	238
1,000,000..	Standard Oil (Kan.).....	200	250
1,000,000..	Standard Oil (Ky.).....	350	450
600,000..	*Standard Oil (Neb.)...	200	250
98,855,000..	Standard Oil (N. J.).....	393	398
——..	Standard Oil subsid.....	485	500
15,000,000..	Standard Oil (N. Y.).....	405	415
3,500,000..	Standard Oil (Ohio).....	200	250
100,000..	Swan & Finch.....	700	900
12,500,000..	Union Tank Line.....	45	55
10,500,000..	Vacuum Oil, ex rights..	142	152
——..	Vacuum Oil warrants....	42	52
——..	Vacuum Oil, w. i.....	142	152
110,000..	Washington Oil	25	30
400,000..	Waters-Pierce	2,200	2,500

*Ex dividend.

TOBACCO STOCKS.

This list comprises those tobacco stocks not listed on the Stock Exchange:

	April 16. Bid.	Asked.	April 15. Bid.	Asked.
British-American	23⅝	23⅞	24	24¼
Conley Foil	275	285	280	285
Johnson Tinfoil & Met.	163	168	165	170
J. S. Young.....	170	175	170	175
MacAndrews & Forbes.	180	185	180	187
Porto Rico-American ..	235	245	234	245
R. J. Reynolds.....	215	220	215	223
United Cigar Stores....	180	182	182	184

Chamber of Commerce Delegates.

Announcement was made at the Chamber of Commerce yesterday of the delegates named by President A. Barton Hepburn to represent the chamber at the International Congress of Chambers of Commerce to be held in Boston next September and of delegates to the conference called by President Taft to consider the establishment of a National Chamber of Commerce. E. H. Outerbridge, Austin B. Fletcher, and Samuel R. Bertron are the delegates to the Boston Congress, and Howard C. Smith, William Lummis, and S. S. Pratt are the men who will attend the conference called by President Taft to meet in Washington on April 24.

Souther Brewery Company Fails.

Special to The New York Times.

BOSTON, Mass., April 16.—Judge Dodge of the United States District Court has appointed Fitz Henry Smith and Joseph O. Proctor, Jr., receivers for the Souther Brewery Company of Roxbury. A creditors' petition in bankruptcy will be filed against the concern, and its liabilities are said to be in the neighborhood of $175,000. The petitioning creditors are the National Security Bank, $19,500; Phillips Ketcham, $4,820, and the Commercial National Bank, $6,000.

FINANCIAL NOTES.

George C. White, Jr., and Lucien Hamilton Tyng have been elected Directors of W. S. Barstow & Co., Incorporated, managing engineers.

The Assay Office is transferring about $2,000,000 in gold bars, at present stored at the local Sub-Treasury, to the Philadelphia Mint.

The Central Trust Company has declared an extra dividend of 9 per cent., payable May 1. An extra dividend of the same amount was declared on the corresponding date last year.

Clark Williams, President of the Windsor Trust Company, will speak on "Trust Companies," and Thomas B. Paton, general counsel for the American Bankers' Association, on "Bills of Lading," at the Finance Forum meeting to-night.

The Guaranty Trust Company, as Trustee, announces that pursuant to a decree of the United States District Court, it will distribute to the holders of the Metropolitan Street Railway general and collateral trust mortgage 5 per cent. bonds, $63.75 in cash for each $1,000 bond.

At a meeting of Directors of the Federal Utilities, Incorporated, yesterday, Albert H. Wiggin, President of the Chase National Bank, and Charles H. Sabin, Vice President of the Guaranty Trust Company, were added to the board.

ERIE'S THREE-YEAR NOTES.

President Underwood Sets Aside $20,000,000 for Improvements.

Accompanying a public offering of the new issue of $10,000,000 of Erie Railroad three-year 5 per cent. notes recently purchased by the National City Bank, the First National Bank, and J. P. Morgan & Co., President F. D. Underwood announces that the issue has been secured by the deposit with the Bankers Trust Company of the following securities: Erie general mortgage 4 per cent. convertible bonds, Series C, $10,000,000; Erie first consolidated general lien 4 per cent. bonds, $1,000,000; Erie & Jersey first mortgage 4 per cent. bonds, $3,000,000, and Genesee River Railroad first mortgage 4 per cent. bonds, $2,000,000.

Mr. Underwood points out that the Erie's gross earnings have increased from $40,000,000 to $56,000,000 in the past ten years, while the average net income for the same period above all interest, rentals, &c., has been $4,500,000 a year. During this period the company has expended from its income $40,195,000 for additions and betterments for which it has not been reimbursed. The Erie plans a total expenditure of $20,000,000 for the next three years for additional main tracks, side tracks, enlarged terminals, &c. One-half of this amount has been provided by the sale of these notes, and the remainder is to be made up from net income. The notes are offered at 99¼ and interest.

CITY CLUB ON SUBWAYS.

Inclined to Believe Now 'Tis Well to Accept Proposals.

The City Club has written to the Board of Estimate to explain what it considers a popular misconception of its attitude toward the new subway proposals. It declares that the four memoranda it sent recently to the board should not be considered as showing that the trustees of the club or its Transportation Committee have come to any conclusion on the subway problem. Moreover, the club also realizes, after consultation with Borough President McAneny, that the calculations of his experts do not agree with those made by the club's committee.

However, it was considered that the latter figures were worthy of serious consideration in conjunction with the estimates Mr. McAneny is preparing, while it was recognized that "there is force in the view entertained by many that the general welfare will be so greatly promoted by acceptance of the offer that the public authorities will be justified in imposing upon the city the financial losses that seem likely to follow."

The club then acknowledges that commendation is due to the extended negotiations which were carried on to secure the best possible terms for a unified single fare subway system, and declares that the real point of issue is whether the city can afford to pay the price this will cost. It was to aid in the solution of this problem that the figures were submitted to the Board of Estimate.

READY FOR WABASH PLAN.

Equitable Committee Now Has a Majority of Outstanding Bonds.

Winslow S. Pierce, Chairman of the Equitable Trust Company-Kuhn, Loeb Committee for the protection of holders of the Wabash refunding mortgage bonds, announced yesterday that there have actually been deposited with the committee approximately $14,000,000 of the bonds. He says that besides these the committee has pledges of further deposits sufficient to constitute a clear majority of the total oustanding issue of these bonds.

Mr. Pierce heads what is known as the Administration Committee, because it was formed with the co-operation of the Gould interests. Kuhn, Loeb & Co. are acting as bankers for this group. A second committee, which was formed soon after the receivership for the Wabash, is headed by President James N. Wallace of the Central Trust Company. It is understood that this committee has received deposits totaling about $4,000,000. The Wallace Committee is not taking the initiative in the reorganization affairs of the Wabash, although like the Pierce Committee it has employed a railroad expert to look over the property. It is understood that Mr. Wallace will not formulate any plan of reorganization until it is seen whether the bondholders receive what is considered fair treatment by the Equitable Committee's plan.

There are about $40,000,000 of the refunding 4s authorized, and about $35,000,000 of them outstanding. With a majority deposited with the Equitable Committee, Chairman Pierce and his associates are now prepared to enter court with a plan for reorganizing the Wabash as soon as terms are agreed upon.

COMMODITY MARKETS.

Wheat Steadies, Cotton Strong, Corn and Oats Demoralized.

Wheat more settled, but prices higher. Crop reports were still very unfavorable from the Ohio Valley. Corn and oats broke rapidly, with heavy liquidation, closing unsettled. Provisions were higher, with a stronger hog market. Cotton advances sharply on the development of further unsettled weather conditions, with more moisture over the belt than had been looked for. Liverpool was firm. The spot situation still appears healthy. Coffee is comparatively quiet, with the trade awaiting new crop developments; meantime, a small business serves to sway values.

Cottonseed oil ruled strong with cotton. Offerings from speculative quarters increased on the upturn.

WHEAT.

WHEAT was less active, and showed more of a two-sided character. News was bad from the Ohio Valley, but seemed to have lost its force, although the maket advanced on new crop deliveries 1@1½c, reacting toward the close. The Minneapolis markets were quite strong late on reports of large sales of cash wheat—about 3,000,000 bushels—to leading milling interests. There was constant reiteration of very material damage reports from Ohio, Indiana, and Illinois. These reports came from so many different points, and from a great many reliable sources, that even if only half of the reports prove true in the final results, the situation will be a serious one in soft Winter wheat. Reports from hard Winter wheat States are favorable, however, and give promise of a large crop. Weather conditions are favorable for work in the Northwest, and with average weather for the next month, a full area of Spring wheat will probably be seen. The weekly statistics were rather bullish. The visible showed a decrease east of the Rockies of 2,411,000 bushels, and a total decrease in the American stocks of 2,790,000 bushels. The total American stocks are 110,821,000 bushels, including 54,757,000 bushels, Canada. Last year the all American was 61,101,000 bushels. The exports of United States wheat for the month of March were 5,624,000 bushels, including flour, making a grand total for the nine months of 65,928,000 bushels, against 53,938,000 bushels last year. The exports of Canadian wheat for the same period were approximately 55,304,000 bushels, against 38,615,000 bushels last year. Cash wheat prices were nominal at the seaboard, with No. 2 red, $1.13¾, free on board; No. 2 hard Winter, $1.20¾; No. 1 Northern, opening of navigation, $1.22; No. 1 Manitoba, $1.15¾.

OTHER GRAINS.

CORN.—The market was under pressure all day, closing a little above the lowest. Liquidation was very heavy, prices showing a decline of about 8c a bushel from a recent high level. The heavy reaction from the top appears to be due to an increase in country offerings, and a general realizing movement on the part of large long interests. The weekly statistics showed a decrease in the visible of 2,634,000 bushels. The United States exports of corn for March were 5,192,000 bushels, and for five months have been 36,351,000 bushels, against 45,529,000 bushels last year. European markets were lower on corn, and the Argentine market was weak. Cash corn was nominal, with No. 2 quoted, as much of the abandoned wheat area in the Ohio Valley would go into corn or oats. The weekly visible supply showed a decrease of 5,000 bushels. Cash oats were lower, and standards and No. 2 whites quoted at 63½c, elevator; No. 3 whites, 62c.

PROVISIONS.

Trading was fairly active, prices advancing early to the previous high level, owing to a stronger hog market and somewhat disappointing receipts of only 78,000. Prices reacted a little at the close, with feeding grain.

NEW YORK MARKET.

	High.	Low.	Close.	Prev. Close.
Wheat—				
May	..	..	$1.13¼	$1.12⅛
July	$1.11⅞	$1.10⅝	1.11	1.10⅛
September ..	1.08⅞	1.08½	1.08½	1.09
Lard—				
Cash	..	..	10.45@10.55	10.40
May	..	..	10.48@10.60	10.45
July	..	..	10.70@10.80	10.70
September ..	..	..	10.95@11.05	10.97

CHICAGO MARKET.

	High.	Low.	Close.	Prev. Close.
Wheat—				
May	$1.11¼	$1.10	$1.10⅝	$1.11
July	1.07⅝	1.06	1.06½	1.06
September ..	1.04⅛	1.02⅜	1.03	1.03
Corn—				
May	78	76¼	76⅝	78
July	77⅛	75⅞	76	77¼
September ..	75⅞	74⅝	75	76⅛
Oats—				
May	57¼	56¼	56½	57½
July	54⅛	53¼	53½	54¼
September ..	43½	42⅜	42⅝	43⅜
Lard—				
May	10.35	10.25	10.25	10.30
July	10.55	10.45	10.45	10.50
September ..	10.75	10.65	10.67½	10.70
Ribs—				
May	10.10	10.00	10.02½	10.05
July	10.32½	10.20	10.25	10.25
September ..	10.55	10.42½	10.45	10.50
Pork—				
May	17.90	17.67½	17.80	17.65
July	18.30	18.05	18.15	18.05
September ..	18.65	18.45	18.55	18.40

COTTONSEED OIL.

The pronounced strength in the cotton market reflecting unfavorable weather conditions in many parts of the belt accounted for a great deal of the buying during the session. Offerings of the nearby positions were liberal, but in other months there was no important increment of selling pressure until the high levels of the season had been reached. Crude was firm, quoted at 5.40 in all sections, and with the South buying futures there was little inclination to expect heavy sales by crude holders unless there developed an immediate and continued change for the better in crop prospects. Sentiment was more mixed, and it was noticeable that some interests which supposedly have accepted profits on the long side are now talking bearishly, believing that the technical position is more vulnerable. The general run of opinion, however, would indicate that there will be reinstating of holdings at lower levels if possible, unless underlying conditions are radically changed.

	High.	Low.	Close.	Prev. Close.
Spot	..	..	6.45	6.40
April	6.47	6.47	6.46	6.45
May	6.51	6.45	6.45	6.48
June	6.50	6.50	6.52	6.46
July	6.60	6.50	6.56	6.48
August	6.67	6.61	6.61	6.55
September	6.68	6.62	6.63	6.58
October	6.53	6.54	6.54	6.44
November	6.54	6.54	6.53	6.10

COTTON.

Under almost complete domination of weather conditions there was an abrupt recovery in values yesterday. Shorts were stampeded with a liberal volume of repurchasing by recent sellers on the appearance of the weather map disclosing heavy rains in parts of Mississippi and Georgia, while other States received scattered moisture which was light to moderate in volume. Higher cables than due from Liverpool also contributed to the initial advances of from 13 to 26 points, with the liberal spot sales abroad, amounting to 10,000 bales, favorably commented upon. As the urgent demand for contracts in the local market was satisfied there were trifling reactions with further liquidation for the account of big holders, but bears are diffident. The forecast for unsettled weather with local rains throughout practically the entire belt overnight was not conducive to aggressiveness among believers in lower values, and while clearing conditions were predicted to follow in many sections, the barometrical lines seemed to lead to uncertainty as to the materialization of immediate more seasonable weather.

Incentive for some selling was given by the weekly weather report, the first of the season. It was rather less unfavorable than had been anticipated. The Government observations showed that the season everywhere was backward, but on the other hand confirmed the general impression that subsoil moisture is abundant. In Georgia, operations were reported progressing rapidly; Alabama suffered from unsettled weather most of the week; rainfall was considerably above normal in Mississippi, and a considerable area in Louisiana was stated to be under water. The weather accounts further indicated that field work the last week progressed rather favorably over much of Oklahoma, North Carolina, and Arkansas. On the other hand, however, the daily detailed weather report showed heavy rains in the Mobile and Atlanta districts, also in sections of the Little Rock district, while precipitation in the adjacent points to Oklahoma and Houston was quite general but lighter. Of course, with the realization that clear and warm weather is urgently needed, the accounts referring to yesterday's weather were overshadowing to the Government's weekly report.

With the renewal of precipitation in many sections there were private advices from some of the Eastern States averring that the late season was resulting in improper land preparation. There were also records filed at Columbia, S. C., stating that fertilizer sales were 120,000 tons under last year. These reports were rather in contrast with information at intervals from Alabama stating that the fertilizer business was gradually increasing and very little under that of the previous season. Southern spot markets were officially quoted at generally unchanged to ⅛c higher, and obviously there is little disposition to anticipate pressure, especially while dry goods advices remain encouraging and weather conditions unpromising.

COTTON PRICES.

	High.	Low.	Close.	Prev. Close.
April	11.20	11.20	11.15@11.20	11.00
May	11.31	11.23	11.25@11.26	11.10
June	11.33	11.29	11.29@11.31	11.10
July	11.43	11.38	11.39@11.40	11.21
August	11.42	11.38	11.39@11.40	11.23
September	11.45	11.42	11.43@11.45	11.25
October	11.57	11.45	11.48@11.50	11.32
November	..	..	11.51@11.52	11.35
December	11.62	11.51	11.54@11.55	11.38
January	11.61	11.49	11.52@11.53	11.35
February	11.54	11.54	11.52@11.54	11.35
March	11.70	11.60	11.62@11.63	11.44

COFFEE.

Coffee was steady at the outset, 3 to 4 points up on steady cables both from Europe and Brazil and on firm cost and freight offers. Trade interests sold quiet freely, and at one time values showed net losses of 3 to 8 points. Later a steadier feeling prevailed and the close was steady, 3 points advance for February and 2 to 3 points decline for the later positions. Total sales were 41,250 bags. Havre was ⅛f lower to ¼f higher, Hamburg was unchanged to ¼ pfennig advance, and in Brazil prices were unchanged. Receipts were again very liberal.

Spot coffee, 14½c for Rio 7. Contract prices follow:

	High.	Low.	Close.	Prev. Close.
April ..	..	..	13.90@13.95	13.97
May ..	14.06	14.00	13.95@14.00	14.03
June ..	..	..	14.04@14.06	14.08
July ..	14.09	14.06	14.09@14.10	14.12
August ..	..	..	14.12@14.14	14.16
September ..	14.24	14.12	14.17@14.18	14.20
October ..	..	..	14.12@14.14	14.19
November ..	..	..	14.08@14.10	14.15
December ..	14.09	14.04	14.05@14.06	14.10
January ..	..	..	14.05@14.06	14.06
February ..	..	..	14.05@14.06	14.02
March ..	14.12	14.01	14.06@14.07	14.08

COUNTRY PRODUCE MARKETS.

BUTTER.—Creamery, specials, 1b., 33c; extras, 32½c; firsts, 31½@32c; seconds, 30@31c; thirds, 28@29c; State dairy tubs, finest, 32c; good to prime, 30@31c; common to fair, 28@29c; process, specials, 27½c; extras, 26½@27c; firsts, 25½@26c; seconds, 24½@25c; factory, current make, firsts, 25½@26c; seconds, 24½@25c; thirds, 22@23½c; packing stock, current make, No. 2, 24c; No. 3, 21@23c.

CHEESE.—State, current make, white, specials, 1b., 18¼c.; colored, 18½c.; white, average fancy, 18¼c.; colored, 18¼c.; current make undergrades, 18c.; State skims, white, specials, 13@13½c.; colored, 13½c.; choice, 12@12¾c.; fair, 11@11½c.; undergrades, 7½@10c.

EGGS.—Fresh gathered, extras, dozen, 22c; firsts, storage packed, 21@21½c; northern sections, regular packing, 19½@20½c; southerly sections, 19@19¾c; seconds, 18½@18¾c; dirties, 18@18½c; checks, 15@17½c; duck eggs, Baltimore, 24@25c; Western, 22@23c; Kentucky and Tennessee, 21@23c; far Southern, 20@21c; goose eggs, 35@40c; State, Pennsylvania, and near-by hennery whites, fancy, large, new laid, 22½@23c; selected whites, fair to good, 21½@22c; Western, gathered whites, 21@22c; State, Pennsylvania, and near-by henery browns, 21¼@22c; gathered brown and mixed colors, 20@20½c.

TO THE HOLDERS OF THE BONDS AND COUPONS OF THE HUDSON RIVER WATER POWER COMPANY, SECURED BY MORTGAGE TO THE TRUST COMPANY OF AMERICA, DATED NOVEMBER 15TH, 1899, NOT USED BY THE PURCHASER IN MAKING PAYMENT:

NOTICE IS HEREBY GIVEN that the holders of the aforesaid bonds and coupons may receive payment in cash of the amounts due thereon respectively, as provided by order of the U. S. District Court for the Northern District of New York upon the presentation and surrender of said bonds and coupons respectively at the offices of said Trust Company, (now the Equitable Trust Company of New York,) No. 37 Wall Street, New York, N. Y.; and that interest on the amounts due upon said bonds and coupons has ceased on the date hereof, except such interest as the said Trust Company may allow on the moneys in its hands applicable to such payments.

Dated Binghamton, N. Y., April 8th, 1912.

HARVEY D. HINMAN, Special Master.

HARRIMAN NATIONAL BANK

Fifth Avenue and 44th Street
NEW YORK

CAPITAL AND SURPLUS - - $1,000,000
DEPOSITS - - - - - - - $9,000,000

The capital and surplus of this bank have been increased in response to local mercantile demands for more ample banking facilities and to correspond with the rapid growth of deposits. Accounts invited on the basis of accommodation warran

KIDDER, PEABODY & CO.

115 Devonshire Street, Boston. 56 Wall Street New York.

Investment Securities
Foreign Exchange
Letters of Credit

Correspondents of
BARING BROTHERS & CO., Ltd
LONDON.

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Union Typewriter Com. 1st and 2d Pref.
International Motors Com. & Pref.
South Jersey Gas, Elec. & Traction Stock
Brooklyn City Railway Stock
National Silk Dyeing
Federal Sugar Com. & Pref.
International Salt 1st 5s, 1951
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Union Trust Co.
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FINANCIAL MARKETS

Break in Prices Due in Part to the Great Loss in the Atlantic Disaster.

QUARTER'S STEEL EARNINGS

Market Sentiment Affected by Factors Ignored While Stock Exchange Optimism Ruled.

In considering the decline in prices which took place on the Stock Exchange yesterday, it would not do to pass lightly, as a contributing cause of the weakness of the market, over the feeling of depression caused by the appalling ocean disaster which wiped out so many lives and destroyed many millions of dollars' worth of property. Not that the downward movements in prices directly attributable to the news of that disaster were very numerous or of great importance, though they included such losses as the several point break in the securities of the International Mercantile Marine Company, but sentiment was affected in a way which caused some to sell stocks who had confidently continued buying in the face of adverse news in respect to matters commonly engaging the attention of the markets. The influence thus exerted upon prices was made more pronounced, moreover, by unfounded reports which were made much of in unsettling the market.

Looking beyond this factor, the market seemed to be giving expression to the after-thoughts which there were reasons to expect would be taken up for consideration in respect to the enthusiastic advance which the Stock Exchange had shown on Monday, despite the unsettling result of the Pennsylvania primaries. In some respects yesterday's record was the direct opposite of that of the previous day, inasmuch as strength gave way to weakness which became pretty general, and which resulted in many net losses, whereas at the opening of the week initial losses were turned into large net gains. Probably in the overdoing of the advance on Monday, and in the depressing effect of the great disaster is found sufficient explanation of the day's break in prices, but the weakness of some of the leading issues, as is natural enough, if one bears in mind the disposition of the Stock Exchange to apply a special influence to each particular movement, was being attributed to the fact that attention was being directed to certain features of the situation which the market previously during the advance had been disposed to pass over lightly.

Thus discussion turned for one thing to the probable earnings of the Steel Corporation for the March quarter, the figures for which will be made public on the last day of this month. It has been known to those in touch with the most active elements in the steel market that net earnings by the Steel Corporation for that period of anything in excess of $20,000,000 would cause agreeable surprise to some of those in direct charge of the corporation's affairs. There have, in fact, been estimates not lacking some authority which have named an even lower figure as the probable showing for the first three months of this year. On the other hand, estimates lately given consideration in stock market circles have placed the net profits for the quarter at considerably higher figures. It was the lower estimates, however, which yesterday were receiving the largest share of credence.

More wheat damage reports found reflection in the trading in the grain markets, but wheat options did not quite reach their maximum prices of the previous day. The first weekly Government weather report for the crop growing districts told of the variable conditions which the Winter crops have encountered east and west of the Mississippi, but it laid emphasis, too, on the abundance of moisture which has been supplied to the ground as a result of the snows of the past Winter. This accumulated moisture will doubtless stand the crops in good stead later in the season, when it is possible to expect, without drawing at all unreasonably upon a spirit of optimism, that the Spring crops will make up for the deficiency in the Winter wheat yield which is being so freely assumed in the speculative operations of the past week in the grain market.

CALENDAR FOR TO-DAY.

BOOKS CLOSE.

Anaconda Copper Mining Co. for annual meeting.
Buckeye Pipe Line Co. for annual meeting.
Cape Breton Electric Co. for dividend on common and preferred.
Mahoning Coal Railroad for annual meeting.
Minneapolis General Electric Co. for dividend on common.
Tonopah Mining Co. for annual meeting.

DIVIDEND PAYABLE.

Anaconda Copper Mining Co.

ANNUAL MEETINGS.

Associated Merchants.
Miami Copper Co.
New York Central Railroad.

SPECIAL MEETINGS.

Guggenheim Exploration Co.
St. Louis Southwestern Railway.

MONEY AND EXCHANGE.

Money on call loaned on Stock Exchange collateral at 8@3¼ per cent., with the last loan at 3 per cent. Most of the day's loans were made at 3¼ per cent.

Time money rates, 3½@3½ per cent. for sixty days, 3½@3⅝ per cent. for ninety days, four five, and six months, and 4@4¼ per cent. for nine to twelve months.

Commercial paper was quoted at 4@4½ per cent. for prime four to six months maturity.

Private discount rates abroad; London, 3 7-16 per cent., unchanged; Paris, 3 per cent., unchanged; Berlin, 3⅜ per cent. off ⅛ per cent.

New York Clearing House statement: Exchanges, $509,255,209; balances, $17,883,035; Sub-Treasury debit balance, $1,959,052.

The local banks have lost $864,000 on their Sub-Treasury operations since Friday.

Foreign Exchange rates at the points noted were quoted as follows at the close of business yesterday:

CABLE AND SIGHT RATES.

London—Cable, $4.8735; demand, $4.8715.
Paris—Cable, 5.17½ less 1-64; check, 5.18⅛ plus 1-32.
Berlin—Cable, 95 3-16; check, 95⅛ less 3-64; check, 5.18⅝ less 1-64.
Switzerland—Cable, 5.18⅛ less 3-64; check, 5.20⅝ less 1-16.
Holland—Cable, 40.36; check, 40.51.
Belgium—Cable, 5.20⅝ plus 1-32; check, 5.20⅝ less 1-16.

SIXTY AND NINETY DAY BILLS.

London—Bankers, sixty days, $4.8405; ninety days, $4.8255.
London—Commercial, sixty days, $4.83⅝; ninety days, $4.82¼.
Paris—Bankers, sixty days, 5.21¼; ninety days, 5.22½ less 1-16.
Paris—Commercial, sixty days, 5.21¼ less 1-32; ninety days, 5.22⅛ less 1-32.
Berlin—Bankers', sixty days, 94¼; ninety days, 94⅛.
Berlin—Commercial, sixty days, 94⅜ plus 1-32; ninety days, 94⅛ less 1-32.

DOMESTIC EXCHANGE RATES.

Boston, par; Chicago, 30c premium; St. Louis, 30c premium; St. Paul, 45c premium; San Francisco, 25c premium; Montreal, 62½c premium.

SILVER QUOTATIONS.

Bar silver was quoted 1-16d higher in London, at 26 15-16d per ounce, and ⅛c higher in New York, at 58½c. Mexican dollars were quoted at 47c.

TOPICS IN WALL STREET.

Status of Mercantile Marine.

The loss of the Titanic, coupled to the low prices which have been quoted on International Mercantile Marine common and preferred stock, was the basis for a report yesterday that the company will shortly be reorganized. The company's securities have never enjoyed much favor, and the bonds have been to a certain extent discredited by the price attached to them. The International was formed in the latter part of 1902, and aroused a great deal of quiet opposition on the other side of the water. The bonds issued in its organization were not subscribed for, and have never obtained the standing which the amount of property back of them seemed to justify. Even if the loss of the Titanic should not involve more than $2,500,000 above the insurance, the International Mercantile Marine will have another setback in its efforts to accumulate a surplus. It is expected that the forthcoming annual report will show gross earnings of about $38,000,000 for 1910, with net of $8,500,000 and surplus of $4,500,000. It is understood that fully $3,500,000 of the year's profits have been written off to depreciation. If that is done, the total surplus accumulated in the ten years that the company has been in business will be less than $1,100,000. Up to 1910, which was a very profitable period, the company was carrying a deficit, but a surplus of $2,276,000 earned that year made it possible to charge off $3,503,000 to depreciation and wipe out the loss of the previous year.

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Mercantile Marine Sells Off.

International Mercantile Marine issues continued yesterday the slump which began on Monday following the first news of the Titanic's disaster. The decline was orderly and limited to a few points, although it carried the common stock and the company's 4½ per cent. bonds to low prices for the year. On Monday the common stock opened ¼ off at 6, and after dropping to 5½ recovered to the opening price. Yesterday the first sales were at 5, and after a recovery to 5⅛ the price fell to 4¼, the low price of the year, closing at 4⅝, with sales of 5,200. The preferred had opened on Monday at 20, 4 points down, but recovered to 23½. Yesterday the opening was at 20⅝, and the first transactions were on a rising scale, carrying the price to 21. The low price of the day was 20¼, which was 1½ above the low price of the year, made on March 12. There was an unusually heavy volume of transactions in the 4½ per cent. bonds, sales of $178,000 in par value being reported. These made the heaviest decline of any of the securities, selling off from the opening at 66 to 63¾. The close, at 64¼, was a net loss of 3⅝ points. The decline in the bonds was the more marked because it is only two weeks since they made their high price of the year, reaching 70⅝ on March 30.

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Speculation in Marconi Shares.

Speculation in the shares of the American Marconi Company on the Curb, which has been active since the absorption of the United Wireless was announced, put the shares to another new high record yesterday. Until a week ago the shares had scarcely appeared on the Curb since the boom in wireless stocks a few years ago was discouraged by the United Wireless exposures. The stock is not listed officially on the Curb, and sales are therefore not reported in the official lists of transactions, but the prices reported by brokers dealing in the issue yesterday showed a rise to 125, which was 35 points up from the opening.

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Mexican Financing.

The misunderstandings between Mexico City and Washington, D. C., have created little unrest among bankers who have bought Mexican securities, but they do not tend to increase the amount of borrowing done here. Wall Street sometimes entertains uncomplimentary opinions of the diplomatic abilities of some of the Government officials. Bankers are engaged in so many operations requiring the greatest delicacy and tact that they find it hard to understand some of the steps taken by the State Department. While there is no serious question regarding the safety of Mexico's obligations, the internal troubles and the occasional irritation which has arisen along the border have served to prejudice many people against the investment of money in any enterprise south of El Paso.

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Bidding for Amalgamated Dividend.

The old device of bidding on the Curb for a prospective dividend at a price below or above the current rate, according to the bearish or bullish intentions of the seculator, was revived yesterday, when offers were made outside of ¾ for the quarterly dividend on Amalgamated expected to be declared on Thursday. The company has been disbursing ½ per cent. quarterly since 1908, when the 4 per cent. annual rate was cut in January. It had been reduced in the previous October from an 8 per cent. annual basis, which had been in force only from the July dividend period of that year. Activity in the stock during the recent rise has been accompanied by stories that the rate is to be raised to 4 per cent. annually at the forthcoming meeting of the Directors. Yesterday there was a rise of ⅝ from the opening at 84, but the price sagged to 83 before the end of the morning session, and later dropped to 82, closing at 83⅝.

SHORT TERM NOTES.

	Maturity	Bid.	Ask.	Yield.
Amal. Copper...5	Apr. 1,'13	100⅝	100¾	4.16
Balt. & Ohio...4½	June 1,'13	100½	100⅝	4.14
Beth. Steel Co.6	Nov. 1,'14	101⅝	101¾	5.53
Ches. & Ohio...4½	June 1,'14	99¾	99½	4.74
C. H. & D., purchase money.4	July 1,'13	99½	99⅝	4.23
Chi. & Alton...5	Mar. 15,'13	99¼	99⅜	5.30
Chi. El. Rys...5	July 1,'14	98¼	98½	5.72
Erie 6	Apr. 8,'14	101¼	101½	5.20
Erie 5	Oct. 1,'14	99⅜	99⅝	6.03
Gen. Motors...6	Oct. 1,'15	99½	100	6.00
Gen. Rubber...4½	July 1,'15	97	97⅜	5.41
Hudson Co....6	Feb. 1,'13	99⅜	100	6.00
Int. & Gt. N...5	Aug. 1,'14	98⅛	98¼	5.81
Int. Harv. Co..5	Feb. 1,'15	100¼	100⅜	4.70
Lack. Steel Co.5	Mar. 1,'13	91	91½	9.00
Mo., K. & T...5	May 1,'14	99¼	99⅜	5.23
Mo. Pacific...5	June 1,'13	95½	96	7.00
M. C. of Mex..4½	Sep. 1,'13	96½	97¼	6.60
N. Rys. of M.4½	June 1,'13	97½	98	6.48
N. Y. Central..4½	Mar. 1,'14	100¼	100⅜	4.28
Pac. T. & T...5	Jan. 5,'13	100¼	100⅜	4.21
St. L. & S. F..5	Called	100	100¼	
St. L. & S. F..5	June 1,'13	99⅝	100	5.00
Southern Ry...5	Feb. 1,'13	100¼	100¼	4.27
U. S. Rubber..6	Dec. 1,'13	104	104½	5.18
U. S. Smelt., Ref., & Min..6	Aug. 1,'14	96½	99¼	5.87
Westinghouse..5	Aug. 1,'13	101¼	101½	4.73

METAL MARKET REPORTS.

On the Metal Exchange yesterday trading continued quiet, with copper slightly firmer, at an improvement of ⅛c in the asking price. Tin was steady, 25 tons of July delivery selling at 42.70. Lead was slightly easier in the asking price. Spelter was unchanged, 60,000 pounds of St. Louis June delivery selling at 6.50.

The closing bid and asked prices follow:

	Tuesday.		Monday.	
Standard Copper—	Bid.	Asked.	Bid.	Asked.
Spot	15.55	15.87½	15.50	15.75
April	15.55	15.87½	15.55	15.75
May	15.60	15.87½	15.57½	15.75
June	15.62½	15.87½	15.60	15.75
Lead	4.15	4.22½	4.15	4.25
Spelter	6.70	6.90	6.70	6.90
Tin	43.25	43.75	43.25	43.50

The price changes for spot and future deliveries of copper and pig tin on the Metal Exchange in London yesterday are noted in the following table. These final figures for the day compare with Monday's closing prices:

	Tuesday.	Monday.
	£ s. d.	£ s. d.
Copper, spot	70 12 6	70 7 6
Copper, futures	71 10 0	71 5 0
Pig tin, spot	197 10 0	197 10 0
Pig tin, futures	194 7 6	194 10 0

The market ended quiet. Spanish pig lead was unchanged at £16 5s, spelter at £25 17s 6d, and Cleveland warrants at 53s 10½d.

STOCKS OUT OF TOWN

Most Issues Develop a Sagging Tendency and Ignore Favorable News Developments.

COPPER SHARES WEAKER

General Expectation of an Increase in Amalgamated Dividend to 4 Per Cent. Has Little Effect.

Reports to THE NEW YORK TIMES yesterday showed numerous reactions in the issues dealt in on out-of-town Exchanges.

On the Baltimore market, United Railways shares at 22 reached the highest price since 1890, but reacted fractionally. The advance, on good demand, was the outcome of more definite reports to the effect that the Directors have had under consideration the question of inaugurating dividend payments. G. B. S. Brewing bonds were again in active demand, but showed little change in price. United Railways income bonds sold at the best price for some years.

Notwithstanding a very general belief that Amalgamated Directors at Thursday's meeting will double the dividend, copper stocks on the Boston board continued to reflect spasms of selling in moderate blocks. Among the early features was Indiana, which went to 19, but interest died out quickly. Butte and Superior, a zinc concern, announced a new issue of 30,000 shares of stock at 27½. This had no visible effect on the market for the stock, which was maintained in the neighborhood of 32, with only a fair volume of transactions. Industrial and railroad securities were rather quiet, prices sagging slightly in most instances.

In Chicago, Sears-Roebuck continued to monopolize the greater part of the activity, and at its best reached almost 3 points higher than Monday's close, ending the day with a net advance of a point at 163. Elsewhere the list on the Chicago Exchange was almost uniformly heavy in sympathy with the trend in New York. Booth common and preferred ran up early, but later weakened. In Swifts and Brick there was a steady undertone, while McCrum-Howell fell a point. There were no figures available as a basis for calculating the value of the property, so the bankers say, and their sphere of usefulness is handicapped.

American Can was heavy and reflected the influence of liquidation. The common ran off 2½ points and preferred 2, showing the trend of operations from the New York headquarters.

Although the volume of transactions on the Philadelphia market fell off, the general tone remained quite firm, despite the downward turn taken by the arbitrage group in the afternoon. United States Steel and Reading as usual were themselves features, with Tonopah-Belmont the only purely local issue to show any breadth of dealings.

Lehigh Navigation was wanted in odd lots and so was Lehigh Valley. The traders have a theory that the anthracite controversy will be settled by May 1 and base their buying of the coalers on this idea.

The Pittsburgh market continued to have a good tone. There was a better demand for stocks, but later trading was very dull. Pittsburgh Coal preferred, which rose in New York Monday from 82⅝ to 87⅜, again merely followed movements in the East. Manufacturers Light and Heat was a strong feature, selling up to 34, or even with the high record of last week. Crucible Steel common was more active and was lifted ⅜ to 12⅝. Bonds sold more freely. River Coal 6s were ½ lower, at 115 for a block of $10,000.

BALTIMORE.

Sales.		High.	Low.	Last.
30	Consolidation Coal	105	105	105
40	Consolid. Power	115	115	115
70	Consolid. Power pf.	115	115	115
10	Farmers' & Merchants' Bank	51	51	51
110	G. B. S. Brewing	4	3½	3½
220	Houston Oil pf. t. c.	62⅜	62⅜	62⅜
110	Houst. Oil com. t. c.	10⅛	10⅛	10⅛
20	Intl. & Gt. Nor. Cp.	51	51	51
20	Mechanics' Bank	28½	28½	28½
50	Northern Cent.	130	130	130
150	Penn. Water & P.	68½	68½	68½
100	Seaboard A. L.	25	25	25
25	Seaboard A. L. pf.	51	51	51
2,110	United Rys.	22	21½	21½

BONDS.

$16,000	A. C. L. cv. deb 4s.	103⅜	103⅜	103⅜
41,000	Balt. Elec. 5s	99⅛	99	99⅛
2,000	Con. Coal ref. 5s	93½	93½	93½
5,000	Ga. So. & Fla. 5s	107¼	107¼	107¼
122,000	G. B. S. Brewing 4s.	51	50½	50⅝
48,000	G. B. S. Brew. Inc.	13	12¾	12⅝
1,000	Maryland Elec. 5s	99½	99½	99½
7,000	United Rys. 4s	85½	85	85
34,000	United Rys. inc.	65⅞	65½	65⅞
13,000	United Rys. notes	100⅝	100½	100⅝

BOSTON.

RAILROADS.

		High.	Low.	Close.
40	Atchison	109	108½	108½
3	Boston & Albany	216	216	216
52	Boston Elevated	130	130	130
5	Boston & Maine	100	100	100
20	Boston & Worc. pf.	53	53	53
20	Mass. Elec. pf. st.	81¾	81	81
175	N. Y. N. H. & H.	137½	137	137
10	Rutland pf.	61	61	61
870	Union Pacific	174	171⅝	171⅝
793	American	145½	145	145½

MISCELLANEOUS.

10	Am. Agr. Chem.	60¼	60¼	60¼
169	Am. Agr. Chem. pf.	100½	100½	100½
115	Am. Pneu. Svc.	4	4	4
130	Am. Sugar	128	127	127⅜
40	Am. Sugar pf.	122⅜	122	122
27	Am. Woolen pf.	91	90¾	91
18	East Boston Land	14½	14	14½
56	Edison	285	284½	285
130	Gen. Elec.	172	171¼	171¾
5	Mass. Gas	90	90	90
68	Mass. Gas pf.	97	96	96
10	N. E. Cotton Yarn.	102	102	102
14	Pullman	161	160½	160½
60	Swift & Co.	104½	104	104
110	Torrington	31	31	31
13	Torrington pf.	29½	29½	29½
100	United Fruit	185	184	185
895	United Shoe	51	50¾	50¾
35	United Shoe pf.	29	29	29
1,911	U. S. Steel	71¾	70½	70½
75	U. S. Steel, pf.	113	113	113

MINING.

1,553	Adventure	9	8½	8⅝
180	Algomah	7⅛	7	7⅛
575	Allouez	47	45½	45½
4,520	Amal. Cop.	84⅜	82⅝	83¼
300	Am. Zinc	26⅞	26¾	26⅞
8,678	Ariz. Comi.	6¼	6	6
110	Boston & Corbin	7⅛	6¾	7⅛
755	Butte & Bal.	4⅞	4⅝	4⅞
1,530	Butte & Sup.	3⅛	3	3
764	Cal. & Ariz.	74⅜	73¼	73⅞
24	Cal. & Hecla	487	485	487
1,425	Centennial	24⅞	24	24½
485	Chino	29⅝	29	29
4,660	Chino, rights		45c.	45c.
366	Copper Range	66	64⅛	65
100	Daly West	6⅞	6¾	6¾
1,030	East Butte	14⅜	14¼	14⅜
275	Franklin	14	13	13
1,020	Giroux	6	5⅜	5⅜
765	Granby	56⅛	54⅞	56
739	Greene Can.	9¼	9¼	9 3-16
850	Hancock	33	32	32½
4,225	Indiana	19	18	18½
800	Inspiration	19½	19½	19½
50	Island Creek	43½	43½	43½
50	Island Creek pf.	88	88	88
665	Isle Royale	28¾	27½	28
50	Kerr Lake	2 15-16	2 15-16	2 15-16
1,278	Lake	47½	46¾	46½
1,035	La Salle	6¼	6	6¼
487	Mason Valley	12⅝	12	12¼
240	Mass. Con.	8	8	8
360	Mayflower	15¾	14¾	15
250	Miami	26	26	26
60	Michigan	3	3	3
155	Mohawk	65¼	64⅜	64⅜
255	Nevada Con.	19⅜	19⅛	19⅜
385	New Arcadia	5¾	5¼	5¾
2,820	North Butte	33½	32¾	33½
760	North Lake	7¾	7¼	7¼
595	Ojibway	5⅜	5⅛	5⅜
285	Old Colony	10¼	9⅞	10
800	Old Dominion	54½	53¼	53½
213	Osceola	115	115	115
100	Pond Creek	15¼	15¼	15¼
50	Quincy	87	87	87
305	Ray Con.	19⅜	19¼	19¼
470	Santa Fe	2⅜	2⅛	2⅛
865	Shannon	15¾	14⅜	15
40	Shattuck	21	21	21
2,031	Sup. & Boston	3⅜	3	3¼
605	Superior	34	32¾	33⅝
1,848	Tamarack	41¾	36½	41
140	Trinity	8	7¼	7⅛
175	Tuolumne	3⅞	3⅜	3⅞
150	Union Land	2¼	2¼	2¼
370	U. S. Smelting	39¼	39¼	39¼
270	U. S. Smelting pf.	49	48¾	48¾
75	Utah Apex	2⅜	2⅜	2⅜
312	Utah Con.	14⅞	14	14⅛
584	Utah Cop.	64¼	62⅜	63¼
1,043	Victoria	5¼	4⅜	5
345	Winona	7	6¼	6⅜
20	Wolverine	113½	113½	113½

BONDS.

$12,000	Am. Tl. & Tl. col. 4s.	91	91	91
10,000	Ariz. Comi. 6s ctfs.	81	80	80¼
7,540				

PHILADELPHIA.

STOCKS.

Sales.		High.	Low.	Last.
70	Alliance Ins. Co.	14½	14	14
200	Amalgamated Copper.	84½	83⅜	83⅝
200	American Can	34⅜	33¼	33¾
90	American Milling	1⅛	1 1-16	1 1-16
50	Baldwin Locomotive.	106⅜	106¼	106⅜
10	Baltimore & Ohio	107⅜	107⅜	107⅜
89	Cambria Steel	44	43¼	43½
25	Con. Trac. of N. J.	76	76	76
100	Denver & R. G.	32¼	32½	32½
200	Elec. Storage Battery.	54⅝	54⅜	54⅝
100	Fin. Co. of Pa. 1st pf.	115	115	115
15	Fourth St. Nat. Bank.	329	329	329
120	Erie	37¾	37¼	37¼
223	General Asphalt pf.	64	64	64
50	Ins. Co. of N. A.	21¼	21⅜	21¼
110	Lake Superior	32¼	32	32¼
27	Lehigh Nav. stock	90	89¼	89¾
5	Lehigh Valley	83¼	83¼	83¼
40	Lehigh Valley Tran.	12¼	12¼	12⅛
175	Lehigh Valley Tr. pf.	29⅞	29¾	29⅞
92	Pennsylvania R. R.	62⅝	62 5-16	62⅜
61	Penn. Salt Mfg.	120	117	117
46	Philadelphia Co.	53½	53⅛	53⅛
200	Philadelphia Co. pf.	44	44	44
440	Philadelphia Electric.	18⅝	18⅛	18⅛
20	Phila. R. T. ctfs.	23	23	23
441	Tonopah Mining	8 3-16	8⅛	8⅛
1,236	Tonopah Belmont	10⅝	10¼	10⅜
5,243	Reading	83 13-16	82 7-16	82 13-16
190	Union Traction	50⅝	50⅜	50⅝
220	United Gas Imp.	87¼	87¼	87¼
9,165	U. S. Steel	71⅜	70	70⅜
20	Warwick Iron & Steel	10⅝	10⅜	10⅜

BONDS.

$4,100	Am. G. & E. 5s	87½	87	87½
1,000	Con. Trac. of N. J. 5s	104⅞	104⅞	104⅞
4,000	E. & P. 4s	88⅜	88⅛	88⅜
1,000	Gen. Asphalt deb. 5s.	95	95	95
2,000	Keystone Tel. 5s	83¼	83¼	83¼
5,000	Lehigh Val. gen. 4s.	98	98	98
3,000	Market St. Elev. 4s.	97¼	97¼	97¼
8,000	Phila. Electric 4s	82½	82½	82¼
2,000	Reading gen 4s	98⅛	98⅛	98⅛
3,000	Reading, J. C. 4s	97⅛	97⅛	97⅛
2,000	Rochester Ry. 5s	101	101	101
1,000	Spanish-Am. Iron 6s	101¾	101¾	101¾

PITTSBURGH.

Sales.		High.	Low.	Last.
35	Am. Window Glass	26	26	26
136	Am. Sewer Pipe	11	11	11
91	Am. C. Ice	9¼	9¼	9¼
810	Crucible Steel	12⅝	12⅜	12½
20	Harb.-Walker pf.	98½	98½	98¼
368	Mfrs. Light & Heat	34	33¾	33⅞
10	Nat. Fireproofing pf.	26¾	26¾	26¾
220	Ohio Fuel Supply	46¾	46¾	46¾
276	Ohio Fuel Oil	17	17	17
50	Oklahoma Gas	61¾	61¾	61¾
90	Osage & Oklahoma	41	41	41
1,560	Pure Oil	11¼	11	11¼
25	Pitts. Oil & Gas	6	6	6
292	Pitts. Coal pf.	87¾	87	87¼
50	Pitts. Plate Glass	105	105	105
25	Tonopah Extension	2	2	2
50	Union Switch & Sig.	95	95	95
120	U. S. Steel	71⅝	70	70
10	Westinghouse A. B.	168½	168½	168½

BANK STOCK.

5	Bank of Pittsburgh	116	116	116

BONDS.

$4,000	Ind. Brewing 6s	89¾	89¾	89¾
11,000	Monon River Coal 5s.	115	115	115
6,000	Pitts. Coal deb. 5s	90¼	90¼	90⅝
1,000	Pitts. Brewing 6s	99¼	99¼	99¼

MINING STOCK QUOTATIONS.

SAN FRANCISCO.

Alta	.12	Julia	.19
Alpha Con.	.33	Justice	.18
Andes	.12	Kentucky Con.	.16
Belcher	.99	Lady Wash. Con.	.12
Best & Belcher	.19	Mexican	3.50
Bullion	.07	Occidental Con.	.68
Caledonia	3.90	Ophir	1.87½
Challenge Con.	.30	Overman	2.66
Chollar	.13	Potosi	.12
Confidence	1.10	Savage	.27
Con. Cal. & Va.	.70	Sag Belcher	.60
Con. Imperial	.14	Sierra Nevada	.40
Crown Point	1.07½	Union Con.	1.17½
Gould & Curry	.12	Utah Con.	.10
Hale & Norcross	.38	Yellow Jacket	1.47½

TONOPAH.

Belmont	1.20	Daisy	.12
Jim Butler	.68	Diamond'd B. B.	.10
McNamara	.25	Goldfield Con.	4.22½
Midway	.35	Goldfield Merger.	.25
Montana	3.25	Great Bend	.06
North Star	.28	C. O. D.	.11
Rescue Eula	.25	Jumbo Extension.	.47
Tonopah Exten.	2.12½	Florence	.82
West End	2.17½	Lone Star	.06

GOLDFIELD.

Mt. Adams	.01	Red Hills	.03
Atlanta	.02	Sandstorm Kend.	.04
Blue Bell	.02	Vernal	.16
Comb. Fract.	.17	Silver Pick	.10
Boo

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NEW YORK STOCK EXCHANGE—Tuesday, April 16, 1912.

Total sales April 16, 1912..... 771,262
From Jan. 1, 1912..... 42,157,311
Same period last year..... 29,761,110

Closing. Bid.	Ask.	Sales.		First.	High.	Low.	Last.	Net Change.
1⅝	1½	600	Allis-Chalmers	1½	1½	1½	1½	...
3¾	4	700	Allis-Chalmers pf	4	4	3¾	4	— ⅛
83⅝	83¾	96,800	Amalgamated Copper	84	84⅝	82½	83⅝	...
60½	61	100	Am. Agricul. Chem	60½	60½	60½	60½	+ ¼
65⅞	66	11,875	Am. Beet Sugar	65⅝	66⅞	65⅝	65⅝	+ ¼
97½	99	250	Am. Beet Sugar pf	98½	98½	98½	98½	...
34	34⅛	61,200	Am. Can	33	35⅝	31⅞	34½	— ⅝
116	116½	6,070	Am. Can pf	116⅝	117	114	116⅝	— ¼
59½	59⅝	3,300	Am. Car & Foundry	60	60½	58⅞	59½	— ⅛
116⅜	118½	100	Am. Car & Fdy. pf	116⅞	116⅞	116⅞	116⅞	—1⅝
52¾	53½	1,000	Am. Cotton Oil	53¼	53⅝	53	53	...
220	228	115	Am. Express	222	222	222	222	...
23	23½	400	Am. Ice Securities	23¼	23⅛	23	23	— ⅛
14⅞	15	1,900	Am. Linseed	15	15	14⅝	14⅞	— ⅛
38	38⅝	700	Am. Linseed pf	38⅝	38⅝	37½	37½	—1¼
42¾	43⅛	1,600	Am. Locomotive	43⅜	44	42⅜	42⅝	— ⅛
13	13⅜	50	Am. Malt	13⅜	13⅜	13⅜	13⅜	...
58	58½	100	Am. Malt pf	58½	58½	58½	58⅞	+ ⅛
85½	85⅝	16,100	Am. Smelt. & Ref	86½	86⅝	84½	85½	— ⅛
107½	107⅝	300	Am. Smelt. & Ref. pf	107⅜	107⅝	107⅜	107⅝	+ ⅛
34½	35½	700	Am. Steel Foundries	35	35¼	34½	34½	— ½
126	128	400	Am. Sugar Refining	127¼	128½	127½	128½	+ ⅝
145¾	145⅞	2,100	Am. Tel. & Tel	145¼	145⅝	145	145⅝	+ ½
258	260	300	Am. Tobacco	258	258	256½	257½	—4⅝
104	105	100	Am. Tobacco pf	104½	104½	104½	104½	— ¼
101¼	101⅝	2,800	Am. Tobacco pf. new	102	102⅝	101⅝	101⅝	— ⅜
34¼	35	3,200	Am. Writing Paper pf	34⅞	35⅜	34¼	34¼	— ⅜
42⅜	43¼	2,700	Anaconda Copper pf	42½	43⅜	42¼	43	— ¼
108¼	108⅜	5,700	Atch., Top. & S. F	108⅞	109¼	107⅝	108¼	— ¾
103⅜	103⅝	200	Atch., Top. & S. F. pf	103⅝	103⅝	103⅜	103⅜	...
141	141½	200	Atlantic Coast Line	141⅞	141⅞	141⅜	141⅜	...
106¾	106⅝	200	Baldwin Loco. pf	106½	106⅝	106½	106⅝	+ ⅜
107¼	107⅝	2,300	Baltimore & Ohio	107⅝	107⅞	107¼	107¼	— ⅜
...	...	10	Bank of Commerce	200	200	200	200	...
2¼	2⅝	500	Batopilas Mining	2¼	2⅞	2¼	2⅞	+ ⅛
36	36¼	2,000	Bethlehem Steel	36	36¼	36	36	— ⅜
63	63¼	1,900	Bethlehem Steel pf	63⅜	64⅛	62¼	62¾	— ¼
83	83½	1,600	Brooklyn Rapid Tran	83⅛	83⅜	82⅞	83	— ½
251	251¼	7,645	Canadian Pacific	252½	252⅞	250¾	251	—3
25½	25⅝	1,600	Central Leather Co	26	26	24⅞	24⅞	—1⅛
92¼	92½	300	Cent. Leather Co. pf	92½	92½	92¼	92¼	— ⅜
365	375	10	Central R. R. of N. J.	365	365	365	365	...
80⅛	80⅝	3,200	Chesapeake & Ohio	80¼	80⅝	78¼	80	—2¼
22	25	200	Chicago & Alton	22	22	22	22	...
18⅞	19¼	520	Chicago Gt. Western	19¼	19¼	19	19⅛	— ⅛
110¼	110¾	9,200	Chi., Mil. & St. Paul	111⅝	112½	110¼	110⅝	—1
...	...	5,087	Chi., M. & St. P. Rgts	17-32	9-16	1-16	½	—1-16
2⅜	2⅝	500	Chi. Un. Tr. t. r. sta	2½	2⅞	2½	2⅞	+ ⅛
28⅞	29⅛	6,800	Chino Copper	29½	29⅝	28⅝	28⅞	+ ⅛
101⅜	112	100	C., C., C. & St. L. pf	101½	101½	101½	101½	+ ⅛
29⅝	29⅞	3,700	Colorado Fuel & Iron	29⅞	30⅞	29¼	29⅜	+ ⅛
143⅜	144	1,400	Consolidated Gas	144½	144⅝	143⅜	143⅝	— ⅛
15½	15⅞	5,400	Corn Prdoucts Ref	15⅝	15⅞	15⅛	15⅝	— ⅛
82½	83	10	Corn Products Ref. pf	82½	82½	82½	82½	...
170	170½	200	Delaware & Hudson	171	171	170½	170½	...
42¼	43	500	Den. & Rio Grande pf	42⅝	43	42⅜	43	+ ⅜
32	32½	100	Distillers' Securities	32⅜	32⅜	32⅜	32⅜	+ ⅛
10	10⅝	50	Duluth, S. S. & A	10½	10½	10½	10½	...
20½	21⅜	50	Duluth, S. S. & A. pf	21⅞	21⅞	21½	21½	...
37½	37⅝	17,700	Erie	38	38¼	37	37⅝	— ⅛
55⅜	56	1,700	Erie 1st pf	56½	56⅝	55⅛	56	— ⅜
45¾	46½	100	Erie 2d pf	46½	46⅞	46½	46½	— ⅛
106¼	108	100	General Chemical pf	106½	106½	106½	106½	...
170½	171	1,900	General Electric	171¾	172	170	170	— ⅛
35½	36¼	200	General Motors	36	36	36	36	...
4¼	4⅜	300	Goldfield Consol	4¼	4⅜	4¼	4⅜	...
131⅞	132	4,200	Great Northern pf	132⅝	133	131½	132⅛	— ⅛
40¼	40¾	200	Gt. N. certs. ore prop	40⅝	40⅝	40⅜	40⅝	...
129	129¾	300	Illinois Central	130⅞	130⅞	129½	129½	— ⅛
19⅜	20	1,000	Inter.-Met. v. tr. cfs	19⅝	20¼	19⅜	19⅞	+ ⅛
58⅜	59	3,600	Inter.-Met. pf	59⅜	59⅝	58½	59	— ⅛
116	117	700	Int. Harvester	117⅝	117⅞	116	116	— ⅛
12½	13¼	500	Int. Paper	13¼	13½	13	13	— ⅛
54	56	500	Int. Paper pf	54	54	54	54	— ⅛
29¼	30	2,500	Int. Steam Pump	30	30¼	28½	29¼	+ ⅛
83⅜	84½	400	Int. Steam Pump pf	83¾	83⅞	83	83⅜	— ⅛
28	28½	200	Kansas City Southern	28	28½	28	28½	+ ⅛
15	15½	100	Lake Erie & Western	15½	15½	15½	15½	...
165	165¼	6,700	Lehigh Valley	166	166⅞	164¼	165	— ⅛
188	190	400	Liggett & Myers	192	192	190	190	...
109½	110	500	Liggett & Myers pf	109¾	109¾	109½	109½	...
159½	160	4,600	Louisville & Nash	160¾	161¼	159	160	— ⅛
69	70	100	May Dept. Stores	70	70	70	70	...
4⅝	4⅞	5,600	Mercantile Marine	5	5⅛	4¼	4⅝	— ⅛
20½	21	5,950	Mercantile Marine pf	20⅝	21⅛	20¼	20¼	— ⅝
26	26¼	1,000	Miami Copper	26⅛	26⅜	26	26⅛	...
22¼	22⅞	300	Minn. & St Louis	23	23	22¾	23	— ⅛
49⅞	50½	800	Minn. & St. Louis pf	49¼	49¼	49¼	49¼	— ⅛
141¼	142	728	M., St. P. & S. S. M	143	143	141¼	141¼	— ⅝
150½	152	200	M., St. P. & S. S. M.pf	151⅞	151⅞	151⅜	151⅜	— ⅛
29⅜	30	500	Mo., Kansas & Texas	30⅜	30⅜	30	30	— ⅛
43½	43⅞	4,200	Missouri Pacific	44½	44⅞	43¼	43⅝	...
149	150	200	Nat. Biscuit Co	150½	150⅜	150½	150¾	...
...	...	10	Nat. City Bank	445	445	440	440	...
16	16¾	100	Nat. Enam. & Stamp	16½	16½	16½	16½	...
57½	58	700	Nat. Lead Co	58	58	57½	57⅝	— ⅛
29⅝	30	200	Nat. Rys. of M. 2d pf	30⅝	30⅝	30⅜	30⅝	— ⅛
19⅝	19⅞	1,000	Nev. Consol. Copper	19⅝	19⅞	19⅝	19⅝	— ⅛
117⅜	117⅝	30,100	New York Central	118¼	119⅛	117	117⅝	— ⅛
40	40½	600	N. Y., Ont. & West	40½	40⅞	40⅜	40⅝	— ⅛
90¼	91½	100	N. Y. State Railways	91⅜	91⅜	91⅜	91⅜	— ⅛
112	112¼	2,900	Norfolk & Western	112⅝	112⅞	111⅝	112⅛	— ⅛
83½	84	1,500	North American	83⅞	84	83	83½	— ⅛
66½	67⅞	200	No. Ohio Tr. & Light	67⅛	67¼	67	67	— ⅛
121	121¼	14,100	Northern Pacific	122¼	122⅝	120¼	121⅛	— ⅛
33	33½	1,200	Pacific Mail	33¼	33¼	32	32	...
48	48½	150	Pacific Tel. & Tel	47⅝	47⅝	47⅜	47⅝	...
124⅞	125	6,585	Pennsylvania R. R	125⅜	125⅝	124½	125	...
108¼	108⅜	100	People's Gas, Chi	108¼	108¼	108¼	108¼	...
186	189½	300	P. Lorillard	189½	189½	185	185	—4¾
107½	108¼	100	Philadelphia Co	108	108	108	108	...
105	105¾	100	P. C., C. & St. Louis	105½	105½	105½	105½	+ ¼
21½	21⅝	2,765	Pittsburgh Coal	21⅜	22	21½	21⅝	+ ⅛
86⅞	87	1,300	Pittsburgh Coal pf	87	87⅛	86¾	86⅞	— ⅛
34	33	100	Pressed Steel Car	34	34	34	34	—1⅜
160½	161¼	250	Pullman Company	161	161	161	161	...
6¼	6⅞	500	Quicksilver pf	7	7	7	7	...
19⅝	19⅞	2,300	Ray Consol. Copper	19½	20	19½	19⅝	+ ⅛
32⅞	34	400	R'way Steel Spring	33⅞	33⅞	32⅛	32⅛	—1⅞
165⅝	165⅞	107,000	Reading	167¼	167⅝	164½	165⅝	—1½
23½	23¾	1,100	Rep. Iron & Steel	24⅜	24⅝	23½	23½	— ⅛
77⅜	78	1,300	Rep. Iron & Steel pf	78½	79	77⅝	78	— ⅛
29	29⅜	9,400	Rock Island Co	29⅝	29⅝	28½	29	— ⅛
56½	57	2,400	Rock Island Co. pf	58⅝	58⅝	56½	56⅝	—1¼
60	80	50	Rutland pf	60	61⅝	60	61⅝	...
26¼	27½	500	St. Louis & San Fran	28¼	28¼	26½	26½	—2
41	41½	885	St. L. & S. F. 2d pf	41½	41½	41	41	— ⅝
25⅛	25½	725	Seaboard Air Line	25⅞	25⅞	25⅛	25⅛	— ⅛
50⅝	50¾	900	Seaboard Air Line pf	51¼	51½	50⅝	50⅝	—1⅛
162⅝	163	1,700	Sears, Roebuck & Co	163	165	163	163	+1
112⅞	113	5,600	Southern Pacific	113⅜	114	112½	113	— ⅛
30	30⅛	3,300	Southern R'way ext	30⅛	30⅛	29⅝	30	— ⅛
74½	75	1,500	South. R'way pf., ext	74½	74⅝	74¼	74¼	...
41⅝	41½	1,900	Tennessee Copper	41½	42	41	41	+ ⅛
94	96	200	Texas Co	96⅜	97	96¾	97	+ ½
24	24½	200	Texas & Pacific	24½	24½	24	24	— ⅛
37¼	37½	2,450	Third Avenue, new	39½	39½	37	37	—1⅞
9⅜	10¼	502	Tol. R'way & Light	9⅝	10⅝	9⅝	10¼	+ ¾
100	102	420	Underw'd Typewriter	102	102	101½	101½	—1
9⅝	9⅞	1,700	Union Bag & Paper	9⅝	9⅞	9¾	9⅞	...
172½	172⅝	57,400	Union Pacific	173⅞	174½	171½	172½	—1
91	92	100	Union Pacific pf	91¼	91¼	91¼	91½	...
105⅛	105⅝	100	United Dry Goods pf	105½	105½	105½	105½	+ ⅛
33½	34½	100	United Rys. Inv	34	34	34	34	+ ¼
61	62	300	United Rys. Inv. pf	61	61½	61	61½	+ ¼
16¼	18	100	U. S. Cast Iron Pipe	17⅝	17⅝	17⅝	17⅝	+ ⅛
53½	55	200	U. S. Cast I. Pipe pf	54½	54½	54½	54½	+ ½
77	77½	300	U. S. Realty & Imp	77	77	77	77	...
54⅜	55½	8,400	U. S. Rubber	56	56	54¼	54⅜	—1⅝
78	78½	400	U. S. Rubber 2d pf	79	79	78⅞	78¾	...
70⅝	70⅞	131,000	U. S. Steel	71⅝	71⅞	69⅞	70⅜	—1¼
112⅝	112⅞	980	U. S. Steel pf	113	113	112¼	112⅞	— ⅜
64	64½	16,700	Utah Copper	64½	64½	62⅜	64	+ ⅛
51⅝	52¼	2,100	Va.-Caro. Chemical	53	53	51¼	51⅝	—1⅛
8⅝	8⅞	500	Wabash	9	9	8⅝	8⅝	— ⅛
21⅜	21¼	500	Wabash pf	21⅝	21⅝	21	21	— ⅛
62	63	100	Western Maryland	62¾	62¾	62⅜	62⅜	+ ⅛
82¼	82⅝	250	Western Union Tel	82½	82⅝	82½	82⅝	...
8½	9	300	Wheel. & Lake Erie	8⅝	8⅝	8½	8½	— ⅛
24½	25	900	Wheel. & L. E. 1st pf	25⅜	25⅜	24	24¾	— ⅛
13	13½	300	Wheel. & L. E. 2d pf	13¼	13¼	13	13	— ⅛
56	56⅜	100	Wisconsin Central	56¾	56¾	56¾	56¾	— ⅛

BONDS ON STOCK EXCHANGE.

Total sales April 16, 1912..... $2,243,000
From Jan. 1, 1912..... 268,896,000
Same period last year..... 256,920,000

Jap Gov 4½s, sterl loan, 2d Series	10,000	91⅝	
4s, sterl loan	2,000	86	
U S of Mexico 5s	5,000	65½	
Va. 6s, def., Brown Bros & Co ctfs	5,000	40	
N Y City 4s, 1956, registered	5,000	99½	
4s, 1957	8,000	100⅛	
N Y City 4½s	8,000	102⅛	
4½s, 1957, new	5,000	107⅛	
Adams Express 4s	2,000	87	
Allis-Chalmers 5s	1,000	65⅞	
	4,000	65⅝	
	10,000	66	
	1,000	65⅞	
	80,000	66	
	1,000	65⅝	
Am Ag Ch conv 5s	11,000	102¼	
Am Dock & I 5s	1,000	106½	
Am Hide & L 6s	1,000	99⅝	
Am Ice Securi 6s	2,000	79½	
Am Smelt Secur 6s	10,000	104⅞	
Am T & T conv. 4s	51,000	115	
Am Tobacco 4s	4,000	5014	
Am Wr Paper 5s	1,000	88⅝	
Armour & Co 4½s	6,000	92	
	1,000	91⅞	
	1,000	92	
A, T & S F gen 4s	8,000	90⅜	
	500	99⅝	
adjustment 4s	500	90⅜	
	3,000	91⅛	
	3,000	91⅛	
stamped	25,000	91	
conv 4s, 1955	2,000	108	
conv 4s, 1960	5,000	103⅝	
	1,000	103⅞	
	10,000	103⅝	
	10,000	103⅞	
	6,000	103⅝	
	52,000	103⅝	
conv 5s	10,000	109⅞	
Trans St L 4s	1,000	93⅜	
Atl Coast Line 4s	20,000	95⅜	
	1,000	95¼	
	10,000	95⅜	
Lou & N col 4s	5,000	94¼	
	6,000	94⅜	
	20,000	94⅛	
B & O pr lien 3½s	10,000	92½	
gold 4s	5,000	98⅝	
	1,000	98½	
S W Div 3½s	2,000	91	
Beth Steel 5s	1,000	94⅞	
	2,000	95	
Buffalo Gas 5s	1,000	61	
Cal Gas & Elec 5s	6,000	96⅛	
C of Ga Ry con 5s	1,000	109¼	
Cent Leather 5s	12,000	95½	
Cent Pac gtd 4s	10,000	95⅜	
Ches & O conv 4½s	5,000	93½	
Chi & Alton 3½s	1,000	62½	
C, B & Q gen 4s	5,000	90	
	1,000	90⅛	
	49,000	90	
joint 4s	7,000	97	
	6,000	90⅞	
Ill Div 3½s	1,000	87	
Chi Gt Westn 4s	2,000	80	
C, Ind & L ref 6s	1,000	127½	
Chi, Mil & St P gen 4s, Ser A	5,000s15f	98¼	
	3,000	98⅝	
4s, 1934	2,000	98¼	
	25,000	91	
conv 4½s, W I	8,000	108⅜	
	18,000	108⅜	
	3,500	103⅜	
	23,000	103⅜	
	29,000	103⅝	
	5,000	103½	
	25,000	103⅝	
Chi & N W gen 4s	10,000	97⅞	
C, R I & P R R 4s	2,000	72⅜	
Chi, Rock Isl & P Ry ref 4s	3,000	89½	
	2,000s10f	89½	
Col F & Ir gen 5s	1,000	100¼	
Col Mid 1st 4s	4,000	47½	
Col & Southn ref & ext 4½s	3,000	96⅜	
	5,000	96½	
	1,000	96⅜	
Con Tobacco 4s	1,000	95½	
Corn Prod Ref s f 5s, 1934	1,000	96	
Del & Hud 1st & ref 4s	5,000	98½	
Den & Rio Grande 1st & ref 5s	5,000	88¼	
	1,000s10f	88½	
	6,000	88¼	
Det U Ry con 4½s	5,000	79½	
Du P de N Pow 4½s	5,000	90	
Erie 1st con 4s	2,000	89	
1st gen 4s	3,000	79½	
	2,000	79½	
conv 4s, Ser B	18,000	80⅜	
	5,000	80⅜	
	5,000	80⅜	
	7,000	80½	
	10,000	80⅝	
Gen Motors 5s	1,000	99⅝	
	1,000	99⅝	
Gt Nor ref 4½s	5,000	101	
Green Bay & Wn deb Ctfs B	3,000	12	
Harl River, Portchester 4s	1,000	90½	
Ill Cent ref 4s	8,000	95⅞	
Ind, Ill & Iowa 4s	5,000	94	
Indiana Steel 5s, J. P. Morgan & Co trust rcts	22,000	101¼	
	33,000	101⅜	
	53,000	101¼	
Inter-Met 4½s	3,000	82⅜	
	6,000	82⅞	
	5,000	82⅜	
	12,000	82⅞	
	7,000	82⅜	
Internatnl Nav 5s	2,000	81	
Int Stm Pump 5s	2,000	93⅜	
	1,000	92½	
Iowa Cent ref 4s	1,000	65	
K C, Ft S & M 4s	1,000	79⅝	
	3,000	80	
Kans & M 1st 4s	1,000	91⅜	
Kan City So 5s	5,000	99½	
Lack Steel 5s, 1915	20,000	91	
L E & Wn 2d 5s	3,000	104	
Lake S & Mich So 4s, 1928	2,000	93⅜	
	1,000	93¼	
	4,000	93¼	
	9,000	93⅛	
Liggett & Myers 7s, temp bonds	23,000	120⅞	
	10,000	120⅝	
	1,000	120⅜	
5s, temp bonds	1,000	94⅞	
	5,000	94⅝	
	15,000	94⅝	
	24,000	94⅝	
	9,000	94⅝	
	1,000	94⅝	
Mex Mar col tr 4½s	10,000	66	
	19,000	63¼	
	40,000	63⅝	
	10,000	63½	
	7,000	63¼	
	18,000	63	
	3,000	63¼	
	5,000	64½	
	1,000	64⅜	
	12,000	64¼	
	6,000	64⅜	
	10,000	64	
	3,000	64⅛	
	11,000	63⅜	
	20,000	64	
	2,000	64⅛	
	1,000	64⅛	
Lou & N unifd 4s	1,000	99⅛	
	4,000	99¼	
Mich State Tel 5s	1,000	100¼	
Mo, K & T s f 4½s	1,000	87	
1st & ref 4s	5,000	78¼	
Mo Pac conv 5s	1,000	88⅜	
Mo Pacific 4s	5,000	74½	
Nat En & S 5s	3,000	94⅜	
Nat R R of Mex 1st con 4s	1,000	78¼	
Nat Tube 5s, J. P. Morgan & Co trust rcts	10,000	100⅜	
	27,000	100⅜	
N Y Cent gen 3½s	1,000	88⅛	
Lake S col 3½s	11,000	82⅛	
	10,000	82⅜	
	10,000	82⅛	
N Y, C & S L 1st 4s	2,000	99⅞	
N Y G, E L, H & P col trust 5s	3,000	103¾	
pur mon 4s	1,000	88⅜	
N Y Rwys temp ref 4s	2,000	80⅛	
	2,000	80⅛	
	11,000	80⅜	
	2,000	80⅜	
temp adj 5s	19,000	54⅜	
	3,000	54⅞	
	31,000	54⅛	
	1,000	54⅜	
	1,000	54¼	
	26,000	54	
	10,000	53⅝	
	1,000	53⅝	
	4,000	53⅜	
	5,000	53⅝	
	1,000	53⅝	
	2,000	53⅜	
N Y Telephone 4½s	13,000	100⅜	
	5,000	100⅜	
N Y, West & B 4½s	4,000	93½	
Nor & Wn con 4s	4,000	99⅛	
Nor Pacific 3s	5,000	69⅛	
Nor Pacific 4s	10,000	99⅜	
	10,000xI0f	99⅜	
	5,000	99⅝	
Ore Short Line gtd ref 4s	2,000	93⅞	
	1,000	33⅜	
Ore-Wash R R & N 1st & ref 4s	10,000	91⅝	
	1,000	91⅞	
	9,000	91⅞	
Pac Tel & T 5s	6,000	100¼	
Penn cv 3½s, 1915	9,000	97⅜	
	2,000	97½	
Penn R R 1st real estate 4s	1,000	101	
P. Lorillard Co 7s temp bonds	2,000	121⅞	
	10,000	121¾	
P. Lorillard Co 5s temp bonds	4,000	96⅛	
	6,000	96¼	
	10,000	96	
	10,000	95⅞	
Public Serv Corp s f 6s	2,000	93⅞	
	3,000	94	
Reading gen 4s	10,000	98⅛	
	3,000	98	
	2,000	98⅛	
	2,000	98	
Rep Iron & Steel s f 5s, 1940	11,000	92½	
R & Dany con 6s	2,000	104¼	
Rio Grande West col trust 4s	2,000	81	
Rio Grande West 1st 4s	2,000	85¾	
St L, Rocky Mt & Pac 5s	5,000	83½	
St L & S F R R ref 4s	21,000	79⅝	
St L & S F R R gen 6s	1,000	83	
St L S W con 4s	10,000	81½	
	16,000	81⅝	
	10,000	81½	
	10,000	81⅞

THE REAL ESTATE FIELD

Thirty Lots Bought in the Bronx for Recreation Building, a $1,000,000 Investment—Mission Society Buyer of Gramercy Park Plot — Front Street Deal — Good Auction Results.

A deal which will result in the erection of one of the most elaborate buildings in the Bronx has just been concluded whereby James F. Meehan has purchased from the American Real Estate Company a plot of thirty city lots in the highly developed Hunt's Point district. The property is on Hunt's Point Plaza, having a frontage of 460 feet on Southern Boulevard and 145 feet on East 163d Street, near the Subway station.

On this property will be erected a large building for social and educational interests, the structure, in its general architectural plan and the purposes for which it is to be devoted, being modeled somewhat after the successful community life buildings abroad. The entire investment will represent about $1,000,000. James F. Meehan, who has constructed several apartment houses in the Bronx, will be the architect as well as the owner and builder, and he stated yesterday that actual work on this novel improvement will begin next week. The building has been designed to be three stories high, but the height will be equal to the ordinary five-story building. The façade will be of marble and terra cotta. The floors will have an aggregate of about 200,000 square feet.

Among its noteworthy features will be an auditorium for lectures and concerts, seating 1,000 persons; a banquet hall and ballroom, palm garden, reception and dancing hall, club bowling alleys, restaurant and café, billiard rooms, and a roof garden. The ground floor will be chiefly devoted to small shops resembling the Continental type.

E. B. Boynton, President of the American Real Estate Company, in commenting upon the undertaking, said: "It is proposed to make of this undertaking a great metropolitan and cosmopolitan building, serving all classes of people, and planned, as far as is possible, on the type of the successful community life buildings abroad."

The Bronx Industrial Bureau is interested in the establishment of community life buildings in different sections of the Bronx, embracing many of the European features of refined educational entertainments. For the purpose of investigating industrial developments abroad the Bronx Industrial Bureau is planning to send its Secretary, W. R. Messenger, to Europe during the coming Summer.

The new building will be directly opposite the Hunt's Point apartment, owned by the Henry Morgenthau Company. The Hunt's Point Plaza location has been chosen because of its central location and accessibility by all lines of travel. Near by is the Hunt's Point station of the New Haven & Hartford Railroad, which will also serve as a station of the new line of the Westchester & Boston, and only a block away is the Simpson Street station of the Subway, and at the plaza will be one of the stations of the new Lexington Avenue Subway, while several of the surface lines converge there.

City Mission Society Buyer of Bishop Greer's House.

The New York City Mission and Tract Society, which has offices in the Charity Organization Society's Building at 105 East Twenty-second Street, on the corner of Fourth Avenue, is the buyer of the George W. Hernstein residence at 6 Gramercy Park and evidently of the adjoining residence occupied by Bishop Greer, on the corner of Twentieth Street. These two houses were purchased a short time ago by Stephen Baker, President of the Bank of the Manhattan Company, but it was admitted that he was acting for other interests.

Title passed yesterday to the Bernstein residence in the name of the City Mission and Tract Society. Mr. Baker is Treasurer of the society and Dr. A. F. Schauffler is President. The two houses have a frontage on Gramercy Park of 52.6 feet and 110 feet deep. The property is restricted against business, but this would probably not apply to the erection of a home for a charitable organization. Gramercy Park has recently become a great club section and several tall apartments have been erected there.

$219,150 for Adams Estate Properties.

Good prices were obtained in the Vesey Street salesroom at the partition sale of the realty holdings of the late George W. Adams, the parcels being chiefly tenement properties in the lower east side and in the Yorkville territory. A total of $219,150 was realized by the estate. S. Osgood Pell & Co. bought for a client a row of five houses at 332 to 340 East Eighty-fourth Street, 100 feet front, for $39,600, and the adjoining 100-foot row from 342 to 350 were secured for $39,000 by Harris & Maurice Mandelbaum and Harry Lippman. Bernard A. Ottenberg bought the two tenements at 10 and 12 Willett Street for $23,000 and $23,700, respectively. The four-story tenement at 81 Second Avenue, north of Fifth Street, went to H. G. Dethloff for $20,900. The Hempstead country estate of the late R. E. Dietz, comprising over ninety-seven acres, was bought in by John E. Dietz for $42,500. J. H. Mayers sold at foreclosure the six-story apartment house at 152 to 162 Claremont Avenue, 150 by 100, to the Tomahawk Realty Company, a party in interest, for $173,050.

Deal on Front Street.

The old five-story business building at 176 Front Street, on plot 19.8 by 87, has been sold for Margaret I. Hoyt by Cammann, Voorhees & Floyd to a client for investment. The plot is 47 feet south of Burling Slip. It is assessed by the city at $25,000, and this is the first sale of the property since 1857. The large deal recently made by W. R. Grace & Co. for a new building site in the Old Slip section, just south of this property, has had the effect of stimulating real estate activity in the immediate locality.

$1,000,000 Times Square Lease Filed.

The lease from the Barney estate to John J. Murray, the Forty-second Street restaurateur, as previously mentioned, of the large plot at 1,614 to 1,620 Broadway, extending through to Seventh Avenue, between Forty-ninth and Fiftieth Streets, a portion of which is occupied by the Palmer-Singer automobile building, was filed yesterday. The lease takes effect from May 1, and is for a period of twenty-one years, at $48,000 per year, an aggregate of over $1,000,000.

The Private Dwelling Market.

Porter & Co. have sold for Mary E. Black, to a party for ocupancy, the three-story brownstone dwelling at 33 West 126th Street, 17.6 by 100.

Deal on Grand Street.

Frederick Doblin has purchased for investment from the Rudolph Wallach Company, 466, 468, and 470 Grand Street. The property consists of old two and three story brick structures, on a plot 50 by 100, adjoining the northeast corner of Pitt Street.

The sellers purchased the property at the recent auction sale of the Lorillard estate held by Joseph P. Day.

Recent Buyers.

Harry B. Goldsmith is the buyer of the dwelling 333 West Seventy-sixth Street, sold recently by the estate of Max Jacoby.

Henry Wacker is the buyer of the three-story dwelling sold Monday by Braun & McKegney. Mr. Wacker holds title to the adjoining parcel, No. 525, and will probably improve the site with an apartment house.

The Crocker Point Association is the buyer of La Hacienda, the country home of Mrs. Jack Gouraud, at Larchmont Manor. It is said that the purchasing company, which includes several well-known New York financiers, will convert the place into a hotel to rank with the finest in the country.

The property was sold for Mrs. Gouraud by Edward C. Griffin and P. H. Collins. It consists of a mansion and about twelve acres of land.

Bronx.

The five-story tenement at 382 East 135th Street, on lot 25 by 100, has been sold by Charles Kuntze for Jacob S. Diamond. The buyer, Theresia Kleinman, gave in payment four lots on Quimby Street, in the Unionport section of the Bronx.

Heintz & Siegel have sold to W. W. Strouse a plot of seven lots on Jerome Avenue, near 172d Street, who resold the property to J. R. Brown for investment. John Pfluger negotiated the transaction.

Brooklyn.

The Kings & Westchester Land Company has sold to Bert R. Gray one of their Kinko duplex houses, 602 Third Street. Of the seven Kinko duplex houses which made up the last row built by this company on Third Street there is but one house unsold, 604, the lower apartment of which is occupied under lease for a term of years.

The John Pullman Company has sold 74 Seventh Avenue, a four-story double apartment house, 75 by 100, for William H. Locken to a client for investment.

E. Sharum has sold 381 Marion Street, a frame dwelling, on a plot 20 by 60, near Hopkinson Avenue.

Commercial Leases.

Theodore Rogers Brill has leased to Dravermann & Facompre the store at 1,143 Third Avenue, and to F. Morretta the store at 1,145 Third Avenue.

The Charles F. Noyes Company has arranged an extension of the leasehold held by Joseph O'Keefe and covering the southwest corner of Third Avenue and Nineteenth Street, a plot 58 by 80. Mr. O'Keefe is the present lessee and will immediately make extensive improvemnts to the building. The ground belongs to the Stuyvesant estate, which was represented in the transaction by Lord, Day & Lord.

Edward M. Lewi has leased for Bing & Bing 16,000 square feet of floor space in the building at 908 Broadway to William Trevor; for the Empire Holding Company 10,000 square feet of floor space in the building 153 to 159 Madison Avenue to Maurice Bandler.

Webster B. Mable & Co. have leased the sixth loft in the new twelve-story building at 245 to 251 Seventh Avenue, corner of Twenty-fourth Street, through Leonard Muhlfelder to Shulsky Brothers.

Private House Leases.

Post & Reese have leased 174 East Seventy-ninth Street, a three-story dwelling, to Marvyn Scudder for occupancy.

Huberth & Gabel have leased to Frank Bowie the three-story private house at 54 West 135th Street to Dr. Caccini, and the three-story private house at 76 West Twelfth Street.

Country Rentals.

The A. E. Karelsen Agency has rented at Edgemere to H. F. Sharmann for Helena W. Faber the latter's cottage on Beach Avenue, and for the Spray View Realty Company to Mrs. J. Wichert a cottage on Neptune Avenue.

Leon S. Altmayer has leased for the Corporation of St. Agnes's Church, at Lake Placid, the rectory cottage for the Summer to Fisher Lewine of New York.

H. Frankfort has rented at Far Rockaway for Edward B. Corey to L. Millus a cottage on Ocean Avenue; for John Winkler to M. Yankhauer a cottage on Seneca Street; for Edward A. New to Dr. George Meyer, a cottage on Cornell Street, and for Mrs. Maud D. Lavigne to Samuel J. Jacobs a cottage on Jarvis Lane and Grand View Avenue.

Pease & Elliman have rented for Herbert A. Weeks his residence known as Onaway at Cedarhurst, L. I., to Eben E. Whitman.

Patterson Estate at Auction.

Joseph P. Day will sell at Supreme Court partition sale to-day at noon in the Vesey Street Salesroom a number of Bronx lots for the estate of Jacob M. Patterson, deceased. At the southeast corner of Grand Boulevard and Concourse and East Fordham Road nine choice lots are to be offered separately, together with a two-story cellar and attic frame dwelling; on the east side of Creston Avenue, 150.09 feet north of East 181st Street, a large vacant plot, 52 by 48 by 91.24 by irregular, suitable for immediate improvement; on the west side of Webster Avenue, 221.85 feet south of East 171st Street, a vacant plot of five lots through to Clay Avenue.

Brooklyn Properties at Auction.

The Brooklyn properties to be offered by Bryan L. Kennelly to-day at public auction at the exchange salesroom include 1,339 St. John's Place, 814 and 816 McDonough Street, 260 to 288 Flushing Avenue, opposite Wallabout Market; 948, 954, 604, and 602 Manhattan Avenue, and 1,005 Manhattan Avenue; the southwest corner of Meeker and Morgan Avenues, and 130 and 132 Norman Avenue.

The Long Island properties include a farm of thirty acres at East Northport, and property at Richmond Hill, Amityville, and Westbury Hills.

Results at Auction.

Yesterday's offerings in the Real Estate Salesroom, 14 and 16 Vesey Street, resulted as follows:

By Joseph P. Day.

84th St, 332-50 East, s s, 100 ft w of 1st Av, 200x102.2, five two and five story dwellings; 332 to 340 to G. Osgood Pell & Co, for a client, $39,600; 342 to 350 to Harris and Maurice Mandelbaum and D. & H. Lippmann, $39,000; also

Orchard St, 102, e s, 119.11 ft s of Houston St, 24.11x87.10, five-story tenement and stores; to Isador Levy, for a client, $30,650; also

8th St, 354-356 East, s s, 70 ft e of Avenue C, 37x97.6x irregular; two four-story tenements; to Leopold Hellling, $20,000; also

Willett St, 10, e s, 150.4 ft n of Grand St, 25.4x100x25.1x100; five-story tenement; to Bernard A. Ottenberg, $23,000; also

Willett St, 12, e s, 100.1 ft s of Broome St, 25.6x100, five-story tenement; to Bernard A. Ottenberg, $23,700; also two

23d St, 309 East, n s, 150 ft e of 2d Av, 25x98.9, four-story tenement; to Samuel and Betsy S. Kormisky, $13,550; also

2d Av, 81, w s, 40.4 ft s of 5th St, 20x80x20.1x80, four-story tenement; to Louis H. G. Dethloff, $20,900; also

84th St, 351 East, n s, 100 ft w of 1st Av, 20x102.2, three-story dwelling; partition; to Charles F. Zenker, $8,700.

3d Av, 861, e s, 25.5 ft n of 52d St, 25x110, four-story tenement and stores and four-story tenement in rear; foreclosure, to the plaintiff, M. A. Stfer, $22,500.

142d St, 137 and 139 West, n s, 350 ft e of 7th Av, 50x99.11, five-story tenement; foreclosure, to the plaintiff, Mollie Ottenberg, $51,125.

70th St, 510 East, s s, 249 ft e of Avenue A, 37x100, six-story tenement; foreclosure, to the plaintiff, Julius Badrach, $32,506.

Hempstead, L. I., country estate, consisting of 97.47 acres, with mansion and outbuildings; executors' and trustees' sale; estate of R. E. Dietz, deceased, to John E. Dietz, a party in interest, $42,500.

By J. H. Mayers.

Claremont Av, 152 to 162, e s, 100.6 ft s of 125th St, 150x100x irregular, six-story apartment house; foreclosure, to the Tomahawk Realty Company, a party in interest, $173,050.

AT 3,156 THIRD AVENUE.

By Joseph P. Day.

Morris Av, 673 and 675, n w corner of 153d St, 50x100, six-story brick tenement and stores; foreclosure, to Joseph Newmark, $47,250.

Amethyst St, 1,811, w s, 96.5 ft n of Morris Park Av, 25x117.8, to Unionport Road, 28.10x103.8, Van Nest; foreclosure, to the plaintiff, E. K. Doeling, $4,000.

Walton Av, 2,110, e s, 100 ft s of 181st St, 25x100, three-story tenement; foreclosure, to Charles W. Mayer, $7,300.

Ash St, e s, 100 ft n of Watson Av, 100x100, Westchester; foreclosure, to the plaintiff, T. R. Hawley, $100.

By George Price.

Maple Av, w s, 23 ft n of 214th St, 25x100, Wakefield; foreclosure, to the plaintiff, Northern Bank, $500.

Valentine Av, 2,414, s e corner of 187th St, 18.3x110x irregular, two-story dwelling; also Tiebout Av, s w corner of 187th St, 38.8x125, vacant; also

Valentine Av, n e corner of 187th St, 25x100, vacant; also

Valentine Av, e s, 25 ft n of 187th St, 25x100, vacant; also

Valentine Av, e s, 50 ft n of 187th St, 25x100, vacant; also

Valentine Av, 2,436, e s, 75 ft n of 187th St, 25x100, two-story dwelling; also

187th St East, n s, 100 ft e of Valentine Av, 35x100, vacant; T. W. Butts against M. J. C. Carey and others; foreclosure, adjourned to April 29.

REAL ESTATE TRANSFERS.

TUESDAY, APRIL 16.

With name and address of purchaser and attorney. When attorney's name is omitted, address party of the second part.

Manhattan.

BROADWAY, 150, n e corner of Liberty St, 110.2x23.3x irregular; John G. Wendall to Ella V. von E. and Mary E. A. Wendel and Rebecca A. D. W., wife of Luther A. Swope, all at Irvington, N. Y., in trust, 1-3 part for M. E. A. Wendel, April 9; attorney, B. E. Rabell, 68 Park Row.....$1

SAME PROPERTY, trust deed; same to same, in trust for Ella V. von E. Wendel, 1-3 part, April 9; attorney same.....$1

SAME PROPERTY, trust deed; same to same, in trust for Rebecca A. D. W., Swope, ½ part, April 9; attorney same.....$1

CHRISTOPHER ST, 135, n s, 26x90; 135 Christopher St, Inc., to Purdue Frederick Co, at Port Ewen, N. Y., (mtg $10,987,) April 15; attorney, J. N. Emley, 15 William St.....$100

COLUMBUS Av, 786, w s, 25x100; Walter Weller, executor, to Charles and Benjamin Rauner, 7 West 101st St, (mtg $17,000,) April 15; attorney, Title Guarantee and Trust Co, 176 Broadway.....$1

GRAMERCY PARK WEST, w s, 26.3 ft n of 20th St, 26.8x110; George W. Bernstein and others, heirs, &c., of Anna Bernstein, to New York City Mission and Tract Society, 105 East 22d St, all liens, April 16; attorney, Title Guarantee and Trust Co., 176 Broadway..$100

GRAND ST, 474, n w corner of Willett St, 25x100; Morris Taxier to Abr. Gruber, 1,619 Washington Av, (mtg $30,000,) ½ part, (also two mortgages,) April 16.....$1

GRAND ST, 120 ft e of Wooster St, 25x100; Charles E. Colligan, referee, to Adelaide Betts, 111 State St, Brooklyn, April 16; attorneys, Pirsson & B., 31 Liberty St.....$8,100

LAWRENCE ST, 132, s s, 40x100; Thomas Alexander to Arthur D. Latting, 235 West 76th St, (mtg $40,000,) April 11; attorney, Title Guarantee and Trust Co., 176 Broadway.....$100

LEXINGTON AV, w s, 80.11 ft s of 63d St, 19.6x80; Ann P. Birmingham to Jennie Ruhl, June 10, 1910; attorney, Thomas E. O'Brien, 32 Nassau St.....$1

MADISON AV, 1,416, e s, 24.5x65; Charlotte Weatherley to Stephen B. Quirk, 347 West 44th St, (mtg $100,000,) April 15; attorney, Title Guarantee Co, 176 Broadway.....$100

MANHATTAN AV, 527, w s, 16x90; L. & M. Holding Co to Hy Wacker, 523 Manhattan Av, (mtg $12,000,) April 13; address 263 West 45th St.....$1

MONROE ST, n s, 145.6 ft e of Seammel St, 24x96; Benjamin J. Well to Fanny Gruen, 401 East 52d St, B. & S., all liens, April 16; attorney, B. J. Well, 5 Beekman St.....$100

RIVERSIDE TERRACE, 50x199.3, to Buena Vista Av x 50.6x192.1, n s, being lot 46, map 1,338, of Fort Washington and Buena Vista Syndicates; Chelsea Realty Company to Montrose Realty Company, 135 Broadway, B. & S., April 15; attorney, Title Insurance Company, 135 Broadway.....$1

SAME PROPERTY; Montrose Realty Company to Chelsea Realty Company, 135 Broadway, B. & S., mtg $16,000; April 15; attorney, Title Insurance Company, 135 Broadway.....$1

RIVERSIDE DRIVE, s w corner of Henry St, (142,) 25.2x84.7; Nathan Garfield and others to Garfield Development Co, 63 Park Row, (mts $29,000,) April 1; attorney, Harold Hochdorf, 63 Park Row.....$1

2D AV, s e s, 135.5 ft n e of 40th St, 24.8x100x irregular; Morris P. Weintraub to Philip Weintraub, 866 East 179th St, mtg $12,000, April 15; attorney, Samuel Goldstein, 61 Park Row.....$1

3D AV, 1,356 to 1,360, n w corner of 77th St, 76.8x90; Martha Lemmon to Leonard Wolff, 76 West 103d St, (mtg $71,000,) April 15; attorneys, Arnstein & Lr., 128 Broadway....$100

6TH AV, 155, w s, 20x80; Henry W. Dammann to Louis Auerbach, 75 East 80th St, (mtg $15,000,) March 26; attorney, Title Guarantee Co, 176 Broadway.....$100

6TH ST, 628 East, s s, 42x97, 6th St, 640 and 642 East, s s, 41.11x97; Josephine Weinstein to Mary, his wife, 161 Canal St, mtg $116,000, April 5; attorney, W. B. Marx, 257 Broadway.....Gift

8TH AV, e s, 50x100, 99.11 ft n of 155th St; Josephine L. Suthann to Marie Dexter, 3,149 Broadway, (mtg $6,000,) Dec. 18, 1911.....$1

13TH ST, 13 to 19 East, n s, 97.6x94.9x irregular; Mayfield Construction Co to 10th Street Co, 55 Liberty St, (mtg $205,500,) and all liens, April 12; attorney, Title Guarantee Co, 176 Broadway.....$100

11TH ST, 48 West, s s, 21.8x94.10; William Hawley to John F. McKean, 50 West 11th St, all liens, April 15; attorney, M. B. Betzeman, 55 Liberty St.....$1

16TH ST, 427 East, n s, 25x92, (foreclosure April 4, 1912;) Paul Jones, referee, to Francis Speir, 276 Ridgewood Road, South Orange, N. J., and Martin D. Wylly, April 9; attorneys, Speir & B., 52 Wall St.....$17,000

19TH ST, 22 to 28 West, n s, 98.11x92x irregular; Lemms Realty Co. to George Stugard, 4th and Walnut Sts, Cincinnati, Ohio, (mtg $700,000,) April 16; attorney, John B. Knox, 99 Broadway.....$100

22D ST, 132 West, s s, 18.9x98.9; Manfred W. Ehrich, referee, to Mayer S. Auerbach, 151 Central Park West, April 15; attorney, Lawyers Title Co, 160 Broadway.....$16,000

22D ST, 142-144 West, s s, 45.2x98.9x43.3x98.9; A. & G. Construction Co to 142 West 25th St Realty Co, 138 West 26th St, (mtg $220,000,) all liens, April 15; attorney, Title Insurance Co, 135 Broadway.....$100

27TH ST, 124 East, s w s, 25x98.9; 27th St, s w s, 100.3 ft w of Lexington Av, 24.9x98.9; M. J. B. Construction Co to Joseph Solomon, 1,815 7th Av, (mtg $70,000,) March 29; attorney, I. Hershfield, 99 Nassau St.....$100

30TH ST, n s, 188.6 ft w of 6th Av, 239.5x43.2x238.2x91.6; Watson Vonderpoel to Realty Holding Co., 907 Broadway, (mtg $350,000,) April 15; attorney, Title Insurance Co., 135 Broadway.....$1

31ST ST, 39 and 41 West, 50x98.9x irregular; Martin Holding Co. to American Real Estate Co., 725 5th Av, B. and S., (mtg $975,000,) April 15; attorney, Title Guarantee Co., 176 Broadway.....$100

36TH ST, s w s, 230 ft s of 6th Av, 20x98.9; Mary E. Strong to Michael Coleman, 54 West 58th St, June 1, 1911; attorneys, Alexander & Green, 165 Broadway.....$1

40TH ST, 528 West, s s, 25x98.9; Joseph Schneider to Jacob Swihart, 528 West 40th St, (mtg $7,000, one-half part, April 15; attorneys, Appell & Taylor, 90 West Broadway.....$100

44TH ST, 550 West, s s, 25x100.5; Edward W. Browning to Anna B. Gilson, 18 West 75th St, (mtg $10,000,) April 15; attorney, Title Guarantee Co, 176 Broadway.....$100

SAME PROPERTY; Anna B. Gilson to 550 West 44th St Co, on premises, (mtg $10,000,) April 15; same attorney.....$100

46TH ST, 449 West, n s, 24.2x100.5; Max Stern to Conrad Albeidt, 305 West 52d St, (mtg $15,000,) April 15; attorney, Louis Wendl, Jr., 277 Broadway.....$100

52D ST, s s, 218 ft e of Madison Av, 18x100.5; Charles Buek to Ella A. Cooper, 55 East 66th St, (mtg $55,000,) April 12; attorney, Lawyers Title Insurance and Trust Co., 160 Broadway.....$100

72D ST, n s, 250 ft e of West End Av, 25x102.2; Alfred A. Cowles to Alice C. Williams, 222 West 72d St, all liens, April 16; attorneys, Alexander & Green, 165 Broadway.....$100

85TH ST, 126-130 East, s s, 40.10x102.2; Yosta Rosenberg to Arthur H. Hartshorn, 823 West 83d St, (mtg $30,000,) April 15; attorney, Lawyers Title Insurance Co., 160 Broadway.....$100

93D ST, 116 East, s s, 18.6x100.8; Selma Waldeck and another to Annie Coffey, 1,265 Park Av, (mtg $16,000,) April 15; attorney, Title Guarantee Co, 176 Broadway.....$100

97TH ST, n s, 250 ft e of Amsterdam Av, 16.8x100.11; Henrietta E. Patten to Lucy A. Barton, 161 West 97th St, (mtg $9,000,) April 16; attorneys, Studin & Sonnenberg, 55 Liberty St.....$1

101ST ST, 68 East, s s, 25x100.11; Jacob Backer to Simon Asch, 164 West 117th St, all liens, April 15.....$1

103D ST, n s, 180 ft e of Amsterdam Av, 114.2x100.11x irregular, with all title to following: Broadway, on survey 1034 St, bounded w by Broadway, e by 100th St to 103d St, course, and e by fifth course; City Real Estate Co, to Abr. R. Anton, 117 Dongan St, Borough of Richmond, R. & S., all liens, April 13; attorney, Title Guarantee Co., 176 Broadway.....$100

SAME PROPERTY; Abr. R. Anton to Mayfield Construction Co., 50 Church St, (mtg $240,000 and all liens,) April 12; attorney, same.....$100

107TH ST, 9 and 11 East, n s, 40x100.11; Annie Horwitz to Joseph Brotsky, 17 East 107th St, mtg $40,400, April 15; attorneys, Ruskay & R., 31 Liberty St.....$100

109TH ST, 75 East, n s, 29.4x100.11; 109th St, 73 East, n s, 28.10x100.11; David Sommer to Bradford Construction Co, 470 Bradford St, Brooklyn, (mtg $46,000,) April 11; attorney, M. Spelnick, 500 Broadway.....$100

115TH ST, 16 East, s s, 25x100.11; Tillie Gutter to Rosalie Schafran, 235 West 112th St, (mtg $21,000,) April 15; attorney, Leo Schafran, 51 Chambers St.....$100

118TH ST, 102 West, s s, 17x100.11, (foreclosure April 15;) Roy M. Robinson, referee, to Florence C. Van Asten, at Rindbach, Austria-Hungary, April 16; attorneys, Elsman, L. C. & L., 135 Broadway.....$2,400

120TH ST, n s, 150 ft w of 1st Av, 37.6x100.11; 120th St, n s, 137.6 ft w of 1st Av, 37.6x100.11; A. & S. Construction Company to Bernard Seymann, 1,232 45th St, Brooklyn, all liens, April 15; mtg $72,000; attorney, Title Guarantee Company, 135 Broadway.....$1

120TH ST, 345 East, n s, 37.6x100.11; Rosie Apsel to A. and T. Constr. Co, 1,183 Broadway, (mtg $35,000,) March 28; attorney, Title Insurance Co, 135 Broadway.....$1

120TH ST, 341 East, n s, 37.6x100.11; Joseph Lelling to A. & S. Construction Co., 1,183 Broadway, (mtg $34,000,) March 28; attorney, Title Insurance Co., 135 Broadway....$1

121ST ST, 261 West, n s, 17x100.11; Margaret G. Ronayne to Sarah H. R. Wales, 300 West 49th St, all liens, April 9; attorney, Thomas H. Ronayne, 261 West 121st St.....$1

125TH ST, n s, 143.10 ft e of Lenox Av, 41.2x99.11; American Real Estate Co. to William S. Duncan, 154 Noble St, Brooklyn, (mtg $100,000,) April 15; attorneys, Sproull, H. & S., 1 Madison Av.....$100

126TH ST, n s, 2,726 ft w of 5th Av, 17.6x99.11; Mary E. Black to Theodore B. Dale, 11 West 45th St, (mtg $8,000,) April 15; attorney, Title Guarantee Co., 176 Broadway.....$100

149TH ST, s s, 135.10 ft w of Avenue St. Nicholas, 19x99.11; Louis Auerbach to Max Marx, 419 Convent Av, (mtg $12,000,) April 11; attorney, Lewis S. Marx, 128 Broadway....$100

Bronx.

BRIGGS AV, 2,586, e s, 19.7x98.4; Lena Symmers to Victor Johnson, 2,654 Briggs Av, April 15, (mtg $7,000;) attorney, Bernard H. Arnold, 170 Broadway.....$100

CRESTON AV, 2,026, e s, 31.10x88.7; Frank A. Schorer to Gustave Zimmerman, 220 East Tremont Av, April 15, (mtg $7,000;) attorney, George A. Steinmuller, 1,511 3d Av..$100

KELLY ST, 885, w s, 40x100; Kellwood Realty Company to Elizabeth McPhillips, 1,200 Franklin Av, mtg $34,000, April 15; attorney, A. Zimmermann, 206 Broadway.....$1

LOT 459, map of Washingtonville; Charles Stoll to Frank Altaie, 4,622 Garden Place, mtg $1,300, April 15; attorney, Title Guarantee Company, 176 Broadway.....$100

LOT 57, map of St. Raymond's Park; John W. McKinley to Elias A. Hartman, 778 Beck St, April 12; attorney, Title Guarantee Company, 176 Broadway.....$100

LOT 58, map of St. Raymond's Park; Caroline W. Kuchnel and others to Elias A. Hartman, 778 Beck St, April 12; attorney, Title Guarantee Company, 176 Broadway.....$5,500

LOT 22, parcel 19, map of sub-division of estate of William B. Ogden; Molly Kearney to Daniel Meenan, 35 West 88th St, Jan. 18; attorney, Lawyers Title Insurance and Trust Co., 160 Broadway.....$1

LOTS 207 and 208, amended map of Section B, Vyse estate; Elfrieda Rahlfo to F. Otto Bothfeld and others, 450 Ovington Av, Brooklyn, Dec. 18, 1911; attorney, Title Guarantee and Trust Co., 176 Broadway.....$1

MORRIS AV, s e corner of 163d St, 165x88; Mary E. Caulkins and others to Wahlig & Sonsin Co., 1,344 Bristow St, April 15; attorney, Lawyers Title Insurance and Trust Co., 160 Broadway.....$100

PROSPECT AV, n e corner of 187th St, 50x95; Abr. Pierce to P. C. Construction Co., 633 Crescent Av, April 3; attorney, Joseph Kurzman, 7 Beekman St.....$100

ROBBINS AV, 600 and 602, s e s, 50x105; Brocaval Realty and Holding Co. to Irwin Realty Co., 99 Nassau St, (mtg $49,000,) April 15; attorney, J. D. Tobias, 99 Nassau St.....$1

SIMPSON ST, e s, 820 ft n of 163d St, 80x100; same to same, April 15, (mtg $60,000;) attorneys same.....$100

SOUTHERN BOULEVARD, e s, 348.7 ft n of West Farms Road, 40x100; Raville-Siesel Co. to Johanna M. Siemers, 1,418 Wilkins Av, April 15, (mtg $30,000;) attorney, Title Guarantee and Trust Co., 176 Broadway.....$1

ST. ANN'S AV, n w corner of 158th St, 48.2x100; Ferdinand Marx and another to Samuel Lazarus, St. Louis, Mo., April 13; attorney, F. Marx, New Rochelle, N. Y.....$100

TINTON AV, w s, 126.3 ft n of 163d St, 50x134.11; American Real Estate Co. to William S. Duncan, 154 Noble St, Brooklyn, April 15, (mtg $42,000;) attorneys, Sproull, H. & S., 1 Madison Av.....$100

UNION AV, w s, 62.3 ft n of Denman Place, 20.0x106; Sarah H. Wood to Edward W. Wood, 790 East 166th St, April 15, (mtg $4,000;) attorney, Harold C. Knoeppel, 5 Beekman St.....$100

VALENTINE AV, w s, 150 ft n of 198th St, —x—; Edward M. Clarke to Stephen McBride, 2,904 Valentine Av, April 16; address, 2,904 Valentine Av.....$100

VYSE AV, 1,159, w s, 20x100; William T. Park to Rose E. Murray, Cranford, N. J., April 15, (mtg $7,500;) attorney, Title Guarantee and Trust Co., 176 Broadway.....$1

WALNUT ST, n e corner of 8th Av, 100x—; John C. Heintz and others to J. Romaine Brown, 340 Convent Av, April 15; attorney, Title Guarantee and Trust Co., 176 Broadway.....$100

WESTCHESTER AV, w s, at e s Jackson Av, 39.8x31.3x53.1; Elizabeth McPhillips to Kellwood Realty Company, 815 Hunts Point Road, mtg $12,000, April 15; attorney, Title Guarantee Company, 176 Broadway.....$1

WESTCHESTER AV, s e corner of St. Lawrence Av, 50x—; St. Lawrence Av, 1,240 and 1,250, 50x50; Lots 602 to 605, map of Gleason property; Arthur V. Bennett to John J. Fagan, 551 West 178th St, April 4; attorney, Title Guarantee and Trust Co., 176 Broadway.....$37,000

3D AV, s e s, 104 ft s w of 134th St, 26x19.10x25x12.9; Jefferson M. Levy to Gertrude Kane, 454 West 151st St, April 12.....$100

161ST ST, 725 East, 21x75; Paul Kern to Theresa Bastone, 1,160 West Farms Road, April 15, (mtg $4,750;) attorney, Title Guarantee and Trust Co., 176 Broadway.....$100

166TH ST, s s, 75 ft w of Trinity Av, 40x98.4; Wahlig & Sonsin Co. to Charles S. Ogden and another, 420 East 159th St, April 15, (mtg $88,000;) attorney, Lawyers Title Insurance and Trust Co., 160 Broadway.....$100

166TH ST, s s, 115 ft w of Trinity Av, 40x97.11; Wahlig & Sonsin Co. to Charles S. Ogden and another, April 15, (mtg $38,500;) attorney, Lawyers Title Insurance and Trust Co., 160 Broadway.....$100

170TH ST, n e s, 50 ft s e of 169th St, 25x169; Louis Burkert to Anna C. Burkert, 597 East 170th St, April 11; attorney, George M. S. Schultz, 38 Park Row.....$1

172D ST, 1,016 East, 25x100; Henry B. Ketcham, referee, to Gustav Haacke, 1,576 Park Av, April 15; attorneys, Hildreth & P., 3d Av and 148th St.....$7,500

173D ST, n e corner of Minford Place, 60x—; American Real Estate Co. to City of N. Y., April 1; attorney, Joel J. Squier, 90 West Broadway.....$1

224TH ST, s s, w ¼ Lot 561, map of Wakefield, 25x114; Laurence Byrnes to Charles J. Byrnes, 742 East 224th St, April 16; address, 742 East 224th St.....$1

226TH ST, n s, west one-half of west one-half of Lot 485, map of Wakefield, 25x114; Charles Pace to Marie B. Pace, 567 West 149th St, April 11, (mtg $5,000;) address, 567 West 149th St.....$100

RECORDED MORTGAGES.

With name and address of lender and lender's attorney. Interest is at 6 per cent. unless otherwise specified.

Manhattan.

AUDUBON AV, s e corner of 178th St, 41.10x100; Jacob Holtzberg and others to Emigrant Independent Savings Bank, 51 Chambers St, 5 years, April 16; attorney, E. J. McGuire, 52 Wall St.....$49,000

AVENUE B, 97-99, e s, 87x93; Isaac Male to Henry Male, 854 Intervale Av, prior mtg $48,000, April 11, due May 1, 1916, 6 p. c.; attorney, Saul Bernstein, 149 Broadway.....

CHERRY ST, 429, s s, 24.11x92.9; Abraham J. Dworsky to Samuel E. A. Stern, 435 Riverside Drive, and another, Trustees, April 15, 5 years, 4½ p. c.; attorneys, Lawyers Title Insurance and Trust Co., 160 Broadway..$18,500

ELIZABETH ST, 287-289, w s, 40.9x83.5; Maud B. Barclay to J. L. Degnan, 211 Carlton Av, Brooklyn, April 16, prior mtg $39,000, 2 years, 6 p. c.; address, 149 Broadway.$6,000

ESSEX ST, 45, w s, 24.11x irregular; Peter F. O'Neill to Title Guarantee and Trust Co., 176 Broadway, April 11, due as per bond; address, 176 Broadway.....$24,000

GRAND ST, n s, 50 ft e of Wooster St, 25x100; Adelaide Betts to William R. Peters, 33 West 49th St, April 16, 1 year; attorneys, Pirsson & B., 37 Liberty St.....$9,000

SAME PROPERTY; same to Henry W. Coe, Southampton, L. I., April 16, prior mtg $9,000, 1 year, 6 p. c.; address, 69 Wall St.....$2,000

LAWRENCE ST, 132, s s, 40x99.6; Arthur D. Latting to Thomas Alexander, 14 St. Nicholas Place, April 15, prior mtg $40,000, 3 years, 6 p. c.; attorney, Title Guarantee and Trust Co., 176 Broadway.....$2,500

LENOX AV, 445, w s, 16.8x74; Anna N., M. F. Adey to Metropolitan Savings Bank, 59 and 61 Cooper Square East, April 8, 5 years; attorneys, A. S. & W. Hutchins, 84 William St.....$6,750

MADISON AV, w s, 74.1 ft n of 28th St, 49.4x95; Mary O'Neill to Walter R. Dauel, 3 5th Av, April 6, prior mtg $150,000, 1 year, 6 p. c.; attorney, J. M. Lowenstein, 149 Broadway.....$5,000

MADISON AV, w s, 51 ft n of 48th St, 24.5x95; Stephen B. Quirk to Charlotte Weatherley, 416 Madison Av, April 15, due, &c, as per bond; attorney, Title Guarantee and Trust Co., 176 Broadway.....$100,000

ORCHARD ST, e s, 90.6 ft n of Brooms St, 22x87.6; Rosa Jackson to Harry M. Goldberg, 500 West 110th St, April 16, 5 years, 6 p. c.; attorneys, Gross & S., 309 Broadway...$5,000

ORCHARD ST, 164, e s, 25x87.6; Kate Livingston to Sarah M. Bernstein, 1,845 7th Av, April 5, prior mtg $25,000, 3 years, 6 p. c.; attorney, Saul Bernstein, 149 Broadway.$3,000

RIVERSIDE TERRACE, Lot 46, map of Fort Washington and Buena Vista Syndicates, 50x199.3; Montrose Realty Co. to Carrie S. Weiss, Haven Av, between 179th and 180th Sts, April 16, 3 years, 5½ p. c.; attorney, Title Insurance Co., 135 Broadway.....$16,000

11TH ST, 48 West, s s, 21.8x94.10; John F. McKean to William Hawley, 48 West 68th St, April 15, due Oct. 1, 1914; attorneys, Osborne, L. & G., 115 Broadway.....$22,000

20TH ST, 142 and 144 West, 42.2x98.9; [illegible]

RECORDED LEASES.

With name and address of lessee.

AVENUE B, 85, all; Hillel Sch

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For Sale, New Rochelle, N. Y.—New, up-to-date cottage; ideal location; eight minutes to station, six minutes to boating and bathing, two minutes to trolley; price low; terms easy. Chas. O. Le Count, 290 Broadway, N. Y., or any local broker.

Yonkers.

For Rent—House, South Yonkers; 11 rooms; large grounds; garden; $70 month. Address C 237 Times Downtown.

$6,000 buys plot 10 lots, (25x100;) $3,000 cash; Woodlawn Av. Owner 360 B'way, Manhattan.

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On a hill overlooking Little Neck Bay; short walk to depot; 25 minutes to Manhattan. Construction hollow tile and cement. Built by day's labor under supervision of one of New York's best architects, for owner who is obliged to sell. First floor: Reception hall, living room, with ingle nook and open fireplace with real old Colonial mantel; library, dining room, butler's pantry, and kitchen. Second floor: Four large bedrooms and tiled bathroom with sanitary fixtures; servants' quarters in third floor. Street lined with grand old shade trees. Price low, terms easy. Artist, R 152 Times.

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Gentleman's country place, beautifully located on north shore, Long Island, overlooking Northport Harbor and Long Island Sound, "The Eden of Long Island." Only 40 miles, or one hour from New York City; 25 acres; high elevation; Colonial house, 15 rooms, 2 baths, hardwood floors concrete cellars, steam heat, electric light and telephone; large library; wide verandas; hundreds of finest shade trees; 100 best fruit trees; fine driveways; artesian water; tennis court; large barn, fine garage; storage house; ice house; hennery; large gardens; fine pasturage; private dock and boat landing, &c. Entirely equipped and furnished ready for occupancy. Write for photos and full particulars. Brokers protected.
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COUNTRY HOUSES

BARGAIN—House at Great Neck, of Old English design, on quarter-acre plot, $7,900.
SHIELDS COMPANY
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A level tract on the north side of Long Island of 98 acres; about 50 miles from New York City; nearly all cleared; over 5,500 feet highway frontage; only 2,000 feet from railroad station; farm house and barn; good location; just right for subdivision; all surveyed and laid out; street staked and plowed; price, $350 per acre; full particulars with map on request; brokers protected. Edwin N. Rowley, Northport, L. I.

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For rent, Summer season or year, 31 minutes from Pennsylvania Station, concrete house; lot 80x190; 12 rooms, 3 baths, exquisitely furnished, piano, Victrola; every modern convenience; house 1,000 feet clear of any other house on all sides; 7 minutes' walk from station. L 50 Times.

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Most beautiful location; ideal neighborhood; magnificent landscaping; every improvement; perfect white sand beaches.
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800 acres, Orange Co., on State Road, superb views, hills, valley; 100 acres chestnut and oak timber. E. E. SLOCUM, 141 B'way.

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200 acres; 8-room house, barn, orchard. 150 acres oak and chestnut timber, $3,500. E. E. SLOCUM, 141 Broadway.

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100 acres, oak and chestnut, Orange Co. $2,500
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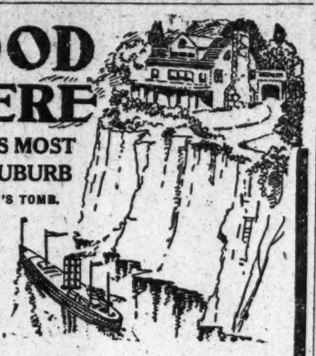

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70 minutes New York; ten minutes auto from station and large town; beauty spot in every detail; lake 20 feet deep; heavily stocked with bass, pickerel, perch; entirely surrounded by native hardwood grove; fed by large stream, and mountain brook spring water; suitable for trout pond; 700 feet elevation.
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One hour out, Lackawanna Railroad; glorious location, views; 400 feet elevation; finest fertile sloping land. Charming residence; heat and bath; farmer's house. Macadam roads all directions; easy, charming drive to station. Rare opportunity. $18,000.
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Plot 75x157; native shade is perfection; views are most unusual; new house is a model. Construction challenges comparison; nine extra large rooms; $8,200. A bargain. Photos.
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Among the pines and cedars, magnificent views, only 32 minutes Lackawanna; 22 trains on Erie; near station; commutation 13c.; near river, boating, bathing, and fishing; large plot, $150, $10 down, $5 monthly. 'Phone 4309 Beekman.
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Eight-room house, all improvements; large living room, open fireplace, 2 baths, steam heat; very cozy and attractive; owner must sell; will take small cash payment. Owner, 156 Broadway, Room 55.

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Three road frontages, convenient to depot, bargain. Elston M. French, 141 Broadway, New York.

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100 acres, deep, rich soil, good brook, pasture, fine crops, attractive 10-room house; 34 miles out; bargain, easy terms; photos. Elston M. French, 141 Broadway, New York.

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Several parcels fertile farm land, 2½ to 5 acres each, $250 to $300 per acre; ½ mile to station; hour out; home community; loan made for building. E. E. Slocum, 141 B'way.

Commuter's fruit farm; 1¾ miles from Ridgewood, N. J.; 10 acres; 12-room house, with all improvements, including hot-water heat; barns and other outbuildings; high elevation. Gordon & Forman, Ridgewood, N. J. Send for list houses for sale and rent.

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A handsome eight-room house at Leonia for $5,500; worth much more; plot 50 feet; all improvements; no assessments; pictures mailed; better still, come out and see it. Thomas Hayes, southeast corner Broad and Central Avs., Leonia. Take 130th Street Ferry.

8 NEW SINGLE HOUSES, 7 rooms, tiled bath, sewers, steam heat, electric light and gas, parquet floors, hardwood trim; price $6,000; attractive terms 42d Street ferry to Weehawken; Palisade trolley to 52d Street, walk west. Inquire 228. City 'phone, 526 Plaza.

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This entire floor is finished in oak with parquet floors.
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Must sell immediately; splendid bungalow plot at Hasbrouck Heights, overlooking Manhattan; all improvements; at station and trolley, near New York; for $125. Your own terms. Hurry, Box 227 Times Downtown.

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7 rooms and bath; moderate rent.
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TWO LOFTS, 50x100,
in piano and white goods factory section; LIGHT ON FOUR SIDES; power, live steam, fine shipping facilities; PLENTIFUL LABOR SUPPLY.
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Various-sized suites, single offices, $12 upward; also desk room; beautiful view river; convenient Subway and all elevated lines; modern 18-story. Importers and Traders' Building, 24-26 Stone; 59-61 Pearl, next Broad St.

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FEDERAL.

UNITED STATES CIRCUIT COURT OF APPEALS—Lacombe, Coxe, Ward, and Noyes, JJ. 225—Matter of Haskins. 210—Matter of Iron Clad Mfg Co. 212—Hansen v. Luckenbach. 213—Luckenbach v. Otto. 218—In re Jungman. 291—Sandh Elec Co v. Int Co.

UNITED STATES DISTRICT COURT—Hough, J. Jury calendar. 120—Price v. Greenhut & Co. 152—McKinnon v. Heinze. 215—N Y v. Assets Realization. 146—Marden v. Densnap. 166—Corcoran v. Borden's Condensed Milk. 175—Reilly v. Snare & Triest. 123—Montolaro v. Dempsey. 201—Petition v. Strizance. 211—Houston v. McMuller. 212—Jackson v. McMuller. 223—Burtt v. Federal Cigar Co. 225—Kostant v. Borden's Cond Milk. 226—Lavers v. Waldman. 231—United States v. 1 case woolens. 232—United States v. 1 trunk, &c. 233—United States v. Ackert. 234—United States v. 148 packages Panama hats. 235—United States v. 36 packages Panama hats. 236—United States v. 26 packages Panama hats. 237—United States v. 14 packages Panama hats. 238—United States v. 3 cases Panama hats. 241—Pyrene Manufacturing Co v. Shoeffel. 242—Pitts Plate Glass Co v. Hilton. 244—Braun v. Tiedemann. 247—Schmidt v. Standard Steel Car Co. 249—Cristen v. Leonard. 253—Smith v. Loeb & Schoenfeld. 255—Nicoll v. Pullman Co. 256—Kusner v. Pressed Steel Car Co. 257—Messler v. King Collar Button Co. 258—Bomers v. Wright Co.

UNITED STATES DISTRICT COURT—Noyes, J. July calendar. 135—Brobney v. Lurkus Iron and Steel Co. 179—Bernier v. Griscom-Spencer. 155—Republic Creosoting Co. v. McDonald Construction Co. 189—Seidman v. Internal M M Co. 295—Joline & Robinson v. Blake. 168—Schupp v. Thompson-Starrett Co. 133—Connolly-Fannings Co v. C. E. Thurston Co. 178—Tillinghast v. Morse. 179—Tillinghast v. Henderson. 180—Tillinghast v. Brown. 195—Clapp v. Whitridge. 203—Fletcher v. N Y, N H & H R R. 221—Long v. B & M R R. 222—McKeon v. B & M R R. 228—Lass v. B & M R R. 104—Sovereign Bank v. Stanley. 156—U S v. J Mandstelberg & Co. 170—Montgomery v. Spencer Optical Co. 194—Franz v. Strauss. 209—Silverman v. B & M R R. 204—McGrath v. Oceanic Steam Nav. 182—U S Finance Co v. State Line Oil and Glass Co. 214—Veale v. B & M R R.

UNITED STATES DISTRICT COURT.—Hand, J. Admiralty Calendar. 190—Tweedie v. S. 107—Cremmalo v. S S Multinoctel. 91—Clarkson v. Tweedie. 92—L Y Trans Co v. Tug Transfer Nc 10. 62—Compania Trans v. Tug No 19. 97—N Y & N H Co v. Compania Trans. 161—Pendleton v. St Bt Glen Island. 100—R & H Trans Co v. Tug Transfer No 12. 110—Packard v. Tug Chas W. Claus. 129—Pool v. Oceania Steam Nav Co. 150—B & O R R Co v. Tug Transfer No 16.

STATE.

SUPREME COURT—Appellate Division—Ingraham, P. J.; McLaughlin, Clarke, Scott, and Dowling, JJ. Enumerated motions. 622—Healey v. Central Park, &c, R R. 634—Peck v. McIntyre. 625—Apgar v. Connell. 627—Cohen v. Robinson. 628—Belden v. Record. 633—Keepers v. Mutual Life Ins Co. 643—Hearn v. Schuckman. 644—Meyer v. Carmer.

SUPREME COURT—Special Term—Part I.—Erlanger, J. Litigated motions. 1—Matter of N Y Coffee Co. 2—Boreas Realty Co v. Am Bonding Co. 3—Foster v. Riker. 5—Clark v. Clark. 6—Baker v. Fisher. 7—Gannon v. Crawford. 8—Clarke v. Horsley. 9—Matter of Mark. 10—Johnson v. Emigrant Ind Sav Bank. 11—People v. Wilson. 12—Lifkin v. B Un El R R. 13—Cohen v. same. 14—Greene v. same. 15—Safadin v. B H R R. 16—Hagan v. Hagan. 17—Leonard v. Thomas. 18—Coppola v. Coppola. 19—Sannanburg v. Hoffmann. 20—Maas v. Wadsworth Amus Co. 21—Matter of Feinberg. 22—Doyle v. Atlas Line S S Co. 23—Ruth v. Rose. 24—Matter of White Plains Road. 25—Gottlieb v. Bernstein. 26—Maldonado & Co v. Ygleseas. 27—Wood v. Fiske. 28—City of N Y v. Wilson. 29—T Wallach Co. v. City of N Y. 30—Stephen Colletti Co v. L'Hommedeiu. 31—Peter Wannemacher Co v. Goldman. 32—Klein v. Goldman. 33—Zicherman v. Wohlstadter. 34—Matter of Ryan. 35—Schaefer v. Hotel Van Cortland Co. 36—Platek v. Platek. 37—Tibbetts v. B Un El R R. 38—Siebhard v. same. 39—Singer v. Hogan. 40—Levy v. Victoria Plush Mills. 41—People v. Collins. 42—Morse v. McKinley. 43—Wynkoop-Hollenbeck-Crawford Co v. Huyler. 44—Matter of N Y Square Bed Co. 45—Reichert v. Equitable Life A Society. 46—Moses v. Solomon. 47—Mt Vernon Trust Co v. Jordan. 48—Riemer v. Ruser. 49—Ruff v. Cohen. 50—Matter of Man Jan Co. 51—King v. Foley. 52—Kelly v. Alpi. 53—Matter of Oberle. 54—Clarke v. Precious Metals Corp. 55—Christiansen v. Wennemer. 56—McIver v. Tooker & Coole. 57—Bartlett v. Youngman. 58—Mosler Safe Co v. Guardian Trust Co. 59—Winkler v. Penn Tunnel & Term R R. 60—Alexander v. Cambridge Tile Mfg Co. 61—Caughey v. Hallanan. 62—Drucke v. Int R A. 63—Friedman v. Social Halls Assn. 64—Heller v. Berinstein. 65—Salomons v. Marlowe Mfg Co. 66—Marks v. Martin. 67—People v. Hein. 68—Doyle v. Cons Iron Wks. 69—Albert v. Bernhard. 70—La Magna v. Parisi. 71—Dell Abate v. Dell Abate. 72—Silverman v. Hamburger. 73—Fletcher v. 416 W 33d St Realty Co.

SUPREME COURT—Special Term—Part II.—Bischoff, J. Ex parte business. 1—Helevita Realty Co v. Mutual Life Ins Co.

SUPREME COURT—Special Term—Part III.—Greenbaum, J. Motions. Demurrer. 418—Stephens v. Rateau Sales Co. General calendar. 4775—Duncan v. Gomprecht Sausage Co. 4854—Curran v. Oppenheim. 1846—Same v. same. 203—Watts v. Bull-Miller Co. 3876—Cowan v. Baisley. 3103—Green v. Felton. 4807—Linehan v. Heather. 4547—Snyder v. Fisher Co. 4048—Petronio v. Rossito. 2663—Mayer v. Brill. 4763—Obermayer v. Geering. 2393—Sanger v. Locke. 4489—Glass v. Glass. 1840, 1841—Davies v. Davies. 2894—Dykes v. Dykes. 3824—Robinson v. Robinson. 4342—Doran v. Mutual Realty, &c, Co. Undefended divorces. 5259—Bulger v. Bulger. 5291—Livaccari v. Livaccari. 5135—Lavine v. Lavine. 5306—Rowland v. Rowland. 5307—Hunacek v. Hunacek. 5308—Wilson v. Wilson. 5309—Bernstein v. Bernstein. 5310—Heise v. Heise. 5311—Legot v. Legot. 5312—Young v. Young. 5313—Hill v. Hill. 5314—Blumenthal v. Blumenthal. 5315—Carey v. Carey. 5316—Underhill v. Underhill. 5317—Morris v. Morris. 5318—Weiss v. Weiss. 5319—Schmidt v. Schmidt. 5320—Blau v. Blau. 5321—Mundy v. Mundy. 5322—Mayman v. Mayman. 5323—Baker v. Baker. 5324—Toscano v. Toscano. 5325—Figlinolo v. Figlinolo. 5326—Lacrey v. Airey. 5327—Honig v. Honig. 5328—Bobroling v. Bobroling. 5329—James v. James. 5330—Jennings v. Jennings. 5331—Collins v. Collins. 5332—Cullin v. Cullin. 5333—Fraser v. Fraser. 5334—Christopher v. Christopher. 5335—Aiest v. Aiest. 5336—Feinberg v. Feinberg. The following cases will be called at 2 P. M.: 2990—United Surety Co v. Guilfre. 4128—Liske v. Liske. 4502—Holmes v. Thain. 4585—Setteducati v. Devenuto. 4543—Phelps v. Phelps. 4550—Stevenson Brew Co v. Junction Realty Co. 4558—Leggett v. Smith. 4675—Silbert v. Silbert. 4083—Walsh v. Abernethy. Clear.

SUPREME COURT—Special Term—Part IV., clear; Part V., case on; Part VII., case on; Part VIII., case on.

SUPREME COURT—Special Term—Part VI.—Gavegan, J. Certiorari case. 5141—Avery v. Purdy. Case on.

SUPREME COURT—Trial Term—Part I., (Criminal term.)—Davis, J. 1—Le Roy Poindexter. 2—Fred Kann (5.) 3—Samuel Lipinsky. Case on.

SUPREME COURT—Trial Term—Part II.—Delany, J. 6340—Lubelsky v. Lubelsky. 6396—Swann v. Denver Surpassing Coffee Co. 6401—Francy v. Nekulsky. 6498—Windsor Trust Co v. Hutchinson. 6426—Same v. Norton. 6479—Hodgens v. Jennings. 6096—Kraus & Co v. Meyer. Clear.

SUPREME COURT—Trial Term—Part III.—Pendleton, J. 968—Osonki v. same. 910, 911—Marchand v. Joline. 912—Marchand v. Joline. 914—Reising v. same. 915—Hammett v. Joline. 918—Raduzzo v. Nassau Elec R R. 927—Summer v. B H R R. 928—Murtha v. Cent Park, &c, R R. 942—Hallenbeck v. Int R T Co. 948—Barmann v. Int R T Co. 940—Hasek v. Joline. 961—Weyhauser v. Whitridge. 982—Warshauer v. Whitridge. 877—Nolan v. Joline. 878—Nolan v. Joline. 889—Canfield v. Int R T. 903—Danker v. Joline. 787—Schwartz v. Linch. 864—Flocker v. Hudson & Mann R R. 984—Hellwig v. Linch. 986—Toner v. Cent Park, N & E R R Co. 989—Hallberg v. N Y C & H R R R. 998—Reimer v. Joline. 1002—Jones v. Long Island R R. 1003—Simakoff v. Nassau Elec R R. 1006—Constantino v. Whitridge. Case on.

SUPREME COURT—Trial Term—Part VIII.—Dugro, J. 4331—Joseph v. Burstein. 2669—Carney v. City of N Y. 4188—O'Neill v. Schreiber. 4171—Barbaro v. Buckley. 4417—McDonough v. Am Ice Co. 4178—Coleman v. Mendelson. 2533—Whitton v. City of N Y. 3001—Smith v. City of N Y. 3045—Minsky v. Int Fire Ins Co. 2467—Moorecraft v. Cohen. 4186—Kaffka v. Huylers. 4269—Nolen v. City of N Y. 4551—Moore v. Moore. 2751—McGarry v. Wetherbee & Wood. 4202, 4203—Schmuckler v. Gienstein. 4034—Weibert v. Wills. 4098—Griffin v. Geib. 4198—Anderson v. Holbrook, Cabot & Co. 4299—Moorehead v. N Y Edison Co. 4350—Lipparelli v. Water, Beam & Co. 4367—Ryan v. Renault Taxi Service. 4426—Scaravaglione v. Board of Education. 4479—Connelly v. Henn-Well Const Co. 4489—Schweitzer v. United Switch Sig Co. 2984—Bartelik v. Migdalski. 4063—Lange v. Adrian. 4132—Panama Realty Co v. City of N Y. 4182—Miller v. City of N Y. 4300—Hainfling v. Sangbrivian. 4327—Benjamin v. City of N Y. 4329—Shay v. City of N Y. 4382—Fraler v. McKesson. 4387—Tkotch v. Lauer. 4388—Frazier v. McKesson. 4405—Person v. N Y & Long Branch Steamboat Co. 4428—Ruschewsky v. Diva Realty Co. 4430—Litowsky v. Shulman. 4435—J C Rankin Co v. Birdseye. 4448—Mason v. McAvoy. 3281—Strysower v. Barth. 3282—Rosen v. Barth. 3440—Collins v. Ahearn. 4238—G Metzger v. Campe. 4240—C. Metzger v. Campe. 4330—Bader v. Elm Forwarding Co. 4332—McDonald v. City of N Y. 4342—Camera v. Hudson Wrecking, &c, Co. 4355—Smith v. Price. 4362—Tashlein v. Hinkle Iron Co. 4375—Ciravello v. Bakers & Co. 4402—Hensler v. L Grimm Co. 4403—Pachman v. Rapp. 4409—Theil v. Edwards. Case on.

SUPREME COURT—Trial Term—Part IV., case on; Part V., case on; Part VI., case on; Part VII., case on; Part IX., case on; Part X., case on.

SUPREME COURT—Trial Term—Part XIV.—Newburger, J. 3249—Mayer v. Cipolla. 3648—Runge v. Koch. 2153—McNeil & Bro Co v. People. 2848—Cohen v. Lamar. 601—Tweedie Trading Co v. Schmidt. 5045—Smith v. Simpson. 3741—Hopper v. Title Ins Co. 3151—Mason v. Doremus. 523—Lamura v. Horwitz. 3300—McNulty v. City of New York. 4073—Hudson Woolen Co v. Am Credit Ind Co. 4186—Brower v. Kemerer. 4273—Sladden v. Bankers' Service Corp. 3960—Hansen v. Schultze. 1896—Borofsky v. Burton Pierce Co. 4580—Hoch v. Ben Strauss Co. 4458—Tomlinson v. Tomlinson. 207—Pemberton v. McAdoo. 3886—Kiesig v. Lazarus. 3975—Coleman v. Lincoln. 3792—Harris v. Albus. 1917—Alexander v. Old Bridge Enameled, &c, Co. 1921—Same v. U S Encaustic Tile Works. 808—Same v. Mosaic Tile Co. 2708—Same v. Columbus Tile Co. 2731—Same v. Nat Tile Co. 1022—Same v. Cambridge Tile Manufac Co. 6456—Farley v. Allen. 1067—Salomon v. Am Rattan and Reed Mfg Co. 2207—Steiner v. Hackett. 912—Kelly v. Carton. 4924—Lyman v. Larimore. 2032—Ungerer. Co v. Galler. 2752—Warren v. Bellro. 2864—Konheim, v. Harris. 4291—Snyder v. Snyder. 854—Tarbox v. City of N Y. 4285—Dempsey v. Greenwich Sav Bank. 3433—O'Shea v. White. 3587—Grabfield v. Haralson County Bank. 4407—Herrman v. West Side Bank. 4540—Danziger v. Silverfield. 4556—Witteman Co v. John Stanton Brew Co. 1579—Benedict v. Security Ins Co. 6309—City of N Y v. N Y Mail and Transfer Co. 3172—H. W. Thayer Co v. Schenkel. 2789—Coutant v. Mason. 4607—Kinney v. Ryan. 6365—City of N Y v. Ryan-Parker Const Co. 6250—McIntire v. Nat Nassau Bank. 662—Franco v. Radt. 4283—Northern Bank v. Weil. 4145—Furness v. Shubert. Case on.

SUPREME COURT—Trial Term—Part XII., clear; Part XIII., case on; Part XV., case on; Part XVI., case on; Part XVII., case on.

SURROGATES' COURT—Chambers—Cohalan, S. Wills for probate. William G Zick, Daniel Kraus, Henry Hennings, Philip S Mauer, Margaret Everett, Gustavus Bramson, Sophia J Terrance.

SURROGATES' COURT—Trial Term—Fowler, S. Contested will: 889—Cornelius H. Van Ness. Case on. No day calendar.

CITY COURT—Trial Term—Part I., Finellte, J.; Part III., Green, J.; Part IV., La Fetra, J.; Part V., Donnelly, J.; Part VI., Delehanty, J.; Part VII., Lynch, J.; Part VIII., O'Dwyer, C. J. Calendar called in Trial Term, Part I. Room at 9:45 A. M. 7089—Markowitz v. Foschman. 7102—Ford v. Richard Deeves & Son. 6670—Hyman v. Ettinger. 6966—Kellogg v. England. 7059—Handschuk v. Joline. 6639—Bernstein v. Fuller's Exp Co. 5958—Stromeyer & Arpe Co v. Netherlands Av &c, Co. 6956, 6957—Frintkaiff v. Kanz. 6958—Guinz v. same. 7100—Butler v. Adler. 7107—Rovitz v. Schwartz. 7119—Liebman v. Dottelbaum. 7124—Carmullo v. Sacks. 7070—Maternis v. Elfenbein. 7039—Krakowskey v. No Brit Merc Ins Co. 7033—Ganin v. Thrall Const Co. 7049—Clemente v. Di Menna. 6109—Moeller v. Moore. 4730—Garmisser v. Girdansky. 7114—Ribber v. Bloomingdale. 1410—Jaffe v. Star Fire Ins Co. 5440—Phillips v. Linch. 6085—Mourer v. Bankers Surety Co. 5602—Weinbaum v. McMartin. 6767—Bieber v. Universal Taxicab Co. 6167—Kendel v. Doughty. 6206—Whitaker v. Miller. 6257—Duvall v. Murray. 6953—Sexauer v. Milliken. 6960—Klotz v. Oberstelbrink. 6988—Nat Cash Register Co v. Johnson. 7011—Boland v. Penn R R. 7012—Lenihan v. Westminster Presby Church. 7010—Hamilton v. Merkin. 7068—Leahy v. Doelger. 7088—Spanos v. Joline. 5738—Shepard v. Lane. 835—Moses v. Arena Const Co. 7140—Erickson v. Edible Oils Co. 7141—Anderson v. N Y, N H & H R R. 7143—Kaplan v. Kwint. 7144—Kraus v. Thompson-Starrett Co. 6145—Zucal v. Reed Palmer Const Co. 7148—Frank v. N Y Ind Meal Co. 7150—Loketz v. Sokolowsky. 7153—Skewer v. Joline. 7155—Craig v. Hargood Realty, &c, Co. Case on.

CITY COURT—Trial Term—Part III., case on; Part IV., case on; Part V., case on; Part VI., case on; Part VII., clear; Part VIII., case on.

CITY COURT—Trial Term—Part II.—Schmuckler, J. 4267—Trauberman v. Samstag. 4269—Adler v. Adler. 4270—Same v. same. 4237—Barry v. Ryan. 4282—Berkowitz v. Blaustein. 4290—Scaringa v. Illinois Surety Co. 4246—E Mariani Co v. Di Fiore. 4247—Costa. v. same. 4249—Parisi v. Cena. 4250—De Luca v. Ragoni. 4232—Freeman v. Horgenban. 4286—Cohen v. Darnberg. 4278—Iacuzzo v. Illinois Surety Co. 4297—Rosenberg v. Schlachetzki. 4299—Lehman v. Sternberg. 4302—Rapone v. Illinois Surety Co. 4303—Quaitrofche v. same. 4304—Centelmi v. same. 4307—Myers v. Menzel. 4308—Internat Trust Co v. Caroline. 4253—Schattman v. Wile. 1132—Cohen v. Schmidt. 3858—Lowenstein v. Morgenthau Co. 4256—Gibson-Steingart Const Co v. Friedman. 4107—Fricke v. Drescher. 4194—Fitzgerald v. Cole. 4283—Hotchkiss v. Gethin. 4293—Moos v. Runkle. Case on.

Referees Appointed—New York.

SUPREME COURT—Bischoff, J. In re McGrath—Isham Henderson, Ewen v. Vlaun—Erastus J Parsons. In re Globe Indemnity Co—Lewis Delafield and Michael J Egan. Walz v. Levy—Charles N Morgan.

SUPREME COURT—Erlanger, J. Ogden v. Heil—Felix H Levy. In re North Am Safe Deposit Co—George C Austin. Kinnan v. R H M Realty Co—Leopold Harburger. Ebling v. Hadden Realty Co—James C Connell. Winton Realty Co v. N B Levin Co—Morris Hilligart. Cent Trust Co v. Wandel—Sydney Herman. Bryant v. A S Realty Co—S J Black.

Receivers Appointed—New York.

SUPREME COURT—Bischoff, J. Equitable Trust Co v. Jennie Gottlieb—Albert Sanders. Leo Cohn v. Charles Rutenberg—Alfred E Lind.

SUPREME COURT—Erlanger, J. Hyman Filler v. Jacob Unger—Hyman Filler.

Kings County.

SUPREME COURT—Appellate Division—Part II.—Jenks, P. J.; Hirschberg, Burr, Thomas, Carr, JJ. Non-enumerated day calendar. 180—V. Alstine v. Burt. 181—L. R R v. Jones. 182—Benn v. Greenburg. Enumerated day calendar. 222—Barquiners v. Ferguson. 63—Borough Bank v. Lamphear. 271—Cohen v. N Y Times Co. 244—Specht v. Waterbury Co. 226—Kelly Co v. Barber Co. 266—McIntyre v. Mason. 275—Langton v. Langton. 96—Clovin v. Transit Co. 288—Howell v. Rose. 75—Young v. Hallock. 210—Cain v. Thompson Co. 289—People v. Lombardo. 292—People v. Elefanto.

SUPREME COURT—Special Term—Marean, J. 1884, 1839—Greene (2 cases) v. Greene. 1738, 1742—Seipel v. Kass. 567—Reluck v. Heller. 2062—Clouse v. Walkup. 1602—Macoy Pub Supply Co v. Allen. 1634—Rickarby v. Cohen. 1906—Jakubiak v. Trazaska. 1966—Kahler v. Kahler. 2101—Healy v. Healy. 1809—Morris v. Morris. 788—Wilensky v. Kaminsky. 1764—Kobre v. Clark. 1492—Stamatakos v. Ganos. 1629—Schoenherr v. Bklyn Cons Drug Co. Highest number reached on the regular call, 2100.

SUPREME COURT—Trial Term—Part I., Kelly, J.; Part II., Aspinall, J.; Part III., Kelby, J.; Part IV., Clark, J.; Part V., Garretson, J.; Part VI., Scudder, J.; Part VII., Kapp, J. 3799—Pritchard v. Nassau R R. 4065, 4066—Aston v. C I & B R R. 4071—Freimark v. B H R R. 4077, 4078—Watson v. Abell, Jr. 2839—Bello v. Wolverton. 3465—Baar v. Davis Oil Co. 3607—Payne v. B H R R. 4088—Meagher v. Lewen. 4096—Magee et al v. Seed. 4091—Franzblau v. Cortelyou. 4094—Rosenblum v. Solomon. 4098—Loughlin v. Interborough Ferry Co. 4101—Wensley v. Inter R T. 4103—Creighton v. Abraham et al. 4106, 4107—Campbell v. Higginbotham et al. 4109—Arrington v. City of N Y. 2077—D'Agostino v. Bonagurs. 1121—Wittelshoefer v. B El R. 4114—Rendricks v. Inter R T. 4114—Bauzshein v. Joline et al. 4119—Collins v. Terrence. 4120—Cody v. Brody. 4121, 4122—McGrath v. McEvoy. 4124—Babelsh v. City of N Y. 2482—Kaminski v. Machtylowics. 3786—Schapiere v. Balmer et al. 1759—Levy v. B, Q Co & Sub R R. 5465—Wunderlich v. Alexe. 2525—Kelly Asphalt Co v. Thompson. 5479—Norman v. Post & McCord. 1391—Bockler v. Rau et al. 1517—Blandina v. Nassau R R. 3887, 8888—Diack v. same. 3917—Burck v. same. 3993—Shaw v. B, Q Co & Sub R R.

The following causes, if marked ready, will be passed for the day. No cause will be set down for a day upon this call: 4021—Ennis v. Straus et al. 3790—Hanna v. B H R R. 2831—Enstmond v. McNaught et al. 7022—Linderick v. Holdsworth. 7024—Impellizzieri v. Cranford. 7042—Criscuoli v. Criscuoli. 7161—Madden v. Pitts Contg Co. 7167—Brustman v. City of N Y. 4138—Reichart v. same. 6706—David v. Geekie et al. 4126—Fabricane v. Unterman. 4141—Horowitz v. City of N Y. 4142—Smith v. Am Art Sign Co. 4147, 4148—Smith v. Passalagua et al. 4150—Smith v. B H R R. 4151—Hover v. same. 4152—Queck-Berner v. Albers. 4153—Nevins v. Nassau R R. 4155—Merwede v. Pearson et al. 4157—Plaine v. B H R R. 4159—Fitzsimmons v. Nassau R R. 4164—McCloskey v. Lyman et al. 6915, 6916—Koempel v. Jenkins, Jr, et al. 2923—Lieberschein v. Marcus. 6236—Daselle v. McMeekan Mfg Co. 4170—Earl v. Taunton. 4171—Duckar v. Schaeffer & Co. 4173—Bernhardt v. Buermann. 4174—Unkeles v. Seldman. 4175—Larsen v. Robbins Co. 4176—Devito v. B H R R. 4177—Graban v. Nassau R R. 4180—Molten v. N Y Telephone Co. 4182—Page v. B H R R. 4183—Martorello v. Nassau R R. 4184—Quellman v. Beggs. 4185—Ryan v. Martinez et al. 4187—Reinhardt v. Allen. 4188—Sharkey v. Walsh. 4191—Clifford v. Union Ferry Co. 4192—Langill v. City of N Y. 4193, 4194—Sherwood v. Israel. 4195—Nelison v. Hallie. 4196—Hines v. Borgia et al. 4198—Kingston v. Joline et al. 4201, 4204—Luboff v. Liebmann's Brewing Co. 4202—Hinrichs v. Butts. Highest number reached on regular call, 4202.

SUPREME COURT—Special Term—Maddox, J. Motions. 1—Denison Const Co v. Manneschmidt et al. 2—Matter of Butiling. (55 Nostrand Av.) 3—Kearney v. N Y Telephone Co. 4—L I R R Co v. Adikes et al. 5—Lubrano v. Brooklyn Alcatraz Asphalt Co. 6—Nelson v. Turner Const Co. 7—De Mark v. H. Wolf Const Co et al. 8—Kalashen v. Pullman. 9—Rondout Savings Bank v. Honeywell et al. 10—McDonnell v. Erie R R Co. 11—People ex rel Worstell v. Coler. 12—Dubois v. Brewster. 13—Wills v. Cunningham. 14—Sauer v. Hepke. 15—Joseph v. Sutro et al. 16—Same v. same. 17—Same v. same. 18—S S Cocoa and Chocolate Co v. Panamium Chocolate Co. 19—Mooney v. Bartlett-Hayward Co. 20—People ex rel Lindgren v. McGuire. 21—Witten v. Witten. 22—Beldo v. Epps et al. 23—Tiedemann v. Bahrenberg. 24—Sivertsen v. Erie R R Co. 25—Matter of Vandewater, (Farley and another.) 26—Matter of Schechter. 27—Tax Lien Co v. McCue et al. 28—Same v. Roberts et al. 29—Same v. same. 30—Same v. Greene et al. 31—Matter of 89 Thompson St, (Zerello.) 32—Friedland v. Lieberman. 33—Sweizer et al v. Sweizer et al.

COUNTY COURT—Civil Calendar—Part I., Stratton, J. 963—Tilgner v. B H R R Co. 1816—Gerst v. Rosensen. 1799—Kuntz v. B, Q Co & Sub R R Co. 1817—Earle v. Rourke. 1800—Conlon v. Nassau Electric R R Co. 1796—Connally v. B H R R Co. 1744—Schiff v. Nassau Electric R R Co. 1281—Glasser v. Bloom. 1794—Gralla v. Metzer Bros Brewing Co. 1798—Hickey v. B H R R Co. The following causes, if answered ready, will be passed for the day: 1789—Hunt v. B H R R Co. 1812—Meehan v. B Un El R R Co. 1784—Homeyer v. Wildey. 1787—Baker v. B H R R Co. 1737—McLaughlin v. B H R R Co. 934—Pensabene v. Nassau Electric R R Co. 1819—Verna v. B H R R Co. 1746—Bogert v. Seaver Bros. 887—Di Carlo v. Parascandelle. 1501—Scully v. Scala. 1772—Tederman v. Abromowitz.

Queens County.

SUPREME COURT—Special Term—Crane, J. 439—Gallagher v. Gallagher et al. 424—Gburczyk v. Butenas et al. 397—Lambert et ano. v. Jackson Steinway Co. 405—Cromwell et al. v. Nichols et al. 437—Sprung v. Cojean et al. 442—Stuart et al. v. Mathot et al. 443—Springer and ano. v. Feldman and ano. 539—Klein v. Keyser. 115—Hartt v. Waverly Ice Co et al. 420—Schiller v. Schiller. 423—Roller v. Griegar. 401—Tisdale Lumber Co v. North Shore Const Co.

The following causes, if marked "ready," will be passed for the day; no cause will be set down for a day on this call: 443a—Elmhurst Fire Co v. City of N Y. 404—Morton Lange Con Co v. Boisse and ano. 416—Steigman v. Whitestone Realty Co. 440—Van Allen v. Busteed et al. Highest number reached, 443a.

SUPREME COURT—Trial Term—Part I., Putnam, J.; Part II., Benedict, J. 285—Schuchman, v. Bklyn R R Co. 697—Schmidt v. N Y & Q Co R R Co. 698—Pyffe, as admx, v. Jolice et al. 699—Meyer v. Johnston. 700—Lonergan v. Bklyn H R R Co. 569—Skinner v. Denton. 608—Carvaruso v. Bklyn, Q Co & S R R Co. 701—Menke v. Franco-American Baking Co. 703—Braidwood v. Custodis Chimney Con Co. 704—Pulkaukas v. Bklyn H R R Co. 705—Wheelin v. City of N Y. 706—Conway v. Dowling.

The following causes, if marked "ready," will be passed for the day; no cause will be set down for a day on this call: 705—Gelwicks, an infant, v. Bklyn, Q Co & S R R Co. 710—Hahn v. N Y & Q Co R R Co. 685—Doliotti v. Champlain Silk Mills. 438—Calder v. L I R R Co. 332—Harper, an infant, v. Newell Holding Co and ano. 459—Berkowitz v. L I R R Co et al. 148—Citron, as admx., v. L I R R Co. 120—Saffert, an infant, v. Bklyn U E R R Co. 654—Desimoni, v. Cortese. 189a—McCorry and ano v. Wlarda and ano. 71—McNaught, as admr., v. L I R R Co. 451a—Deady v. Neal. Highest number reached on the general calendar, 710.

COUNTY COURT—Trial Term—Humphrey, J. 108-9—Batz v. Bklyn, Queens Co & Sub Ry Co. 8—Drew, an infant, v. N Y & Queens Co Ry Co. 35—Berkeley v. B H R R Co. 96—Bucchia v. Walling.

Westchester County.

SUPREME COURT—Part I., Mills, J.; Part II., Keogh, J. 402—Pisco v. Tometta. 234—Bydelkimoff v. Bklyn Dress Cord Co. 79—Kemp v. N Y C & H R R R Co. 81—Nitch v. Rowley. 220—Borup v. Deisend. 240—Jewell v. Witt. 322—Barker v. Steers, Inc. 421—Friese v. Freese. 275—McCabe v. McGrane. 425—Kaplan v. Hodes. 410—Kay v. Pittsburgh Cont Co. 427—Dallavan v. Abbey. 426—Schwartz v. Kingsley & Co. 432—Hallahan v. Swartwout.

The following causes, if answered ready, will be passed for the day. No cause will be set down for a day upon the call: 125—Fitzgerald v. Whiteside. 213—Greenwald v. Southard Wrecking Co. 244—McCann v. N Y C & H R R R Co. 267—Jacobs v. Lucke. 277—Larzelere v. Byrne. 300—Vivian v. Receivers Met Street Ry Co. 347—Mann v. Otis Elevator Co. 351—Mulli v. B H R R Co. 431—Schulman v. Schaefer, Jr., & Co. 433—Jacobsen v. Ebling Brewing Co. 436—Hynard v. Dreyer. 437—Phippen v. B H R R Co. 438—Same v. same. 439—Rundlett & Reynolds, Inc v. East River Mill and Lumber Co. 442—Celberg v. Linch as receiver. 443—Rafalsky v. Burns. 447—Kairies v. N Y C & H R R Co. 451—Reappe v. Glove Fd Co. 452—Moll v. Prager. 453—Connolly v. Carpinelli. 454—Miller v. Proctor. 455—Williams v. Dover Furnace Ore Co. 456—Cabral v. N Y C & H R R Co. 457—Same v. same. 458—Abendroth Bros v. Jacobson Cons Co. 459—Bray v. Workmen's Sick and Death Ben Fund of the U S. 460—Estrom v. Stanley Hoisting Co. Highest number reached, 460.

COUNTY COURT—Day Calendar, April 17—Platt, J. People v. John Rossi. Same v. Wm H Jones

CROCKERY FIRM IN 33D ST.

Bawo & Dotter Coming Uptown—Haviland's to Move in Fall.

Members of the New York crockery and glassware trade are showing considerable interest in the announcement of Bawo & Dotter, 30 Barclay Street, one of the largest houses in the market, that they have taken a twenty-one years lease on the twelve-story building to be erected at 18 to 28 West Thirty-third Street. This firm has been located in the present crockery and glassware district since its inception in 1864, and the announcement is taken by some members of the trade as an indication that the uptown movement, which has so widely developed in other trades during the past year, will become general before many months have passed. Several representative houses have moved already, and a number of others are said to be considering the matter. Bawo & Dotter expect to be in their new location by December 1.

According to a statement made yesterday at the office of Haviland & Co., importers of chinaware, 45 Barclay Street, removal of stocks to their new building at 11 East Thirty-sixth Street will begin early next week, and the wholesale department is expected to be ready for business around May 1. About Oct. 1 a retail department will be opened in the same building, and will occupy the first and second floors. This move will be an innovation in the crockery and glassware trade, as no other wholesale house in this line has yet attempted to deal directly with the consumer.

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TYPEWRITERS RENTED
3 Months for $5
and upwards. Every machine is in fine working order, and will be kept so during term of rental. Initial payment allowed to apply if purchased. WE SELL rebuilt machines, guaranteed for one year, at a saving of 50% to 75%. Send for catalogue.
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345 Broadway, 10 Barclay St.,
Cor. of Leonard St. Tel. 6408 Franklin. | 7 Doors from B'way. Tel. 6353 Cortlandt.

MEN'S TAILORING WEEKLY PAYMENTS
SKILLFUL DESIGNERS and CUTTERS, superb fabrics, very latest fashions; absolutely confidential, no references referred to. DELIVERED ON SMALL DEPOSIT PAYMENT. Call and see
EXCHANGE CLOTHING CO.,
No. 19 Park Place. Near Broadway.

DESKS Roll and Flat Top. Chairs, Filing Cabinets. Office Partition. HAMBURGER, 33 E. 20th St.

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1 time per line, 25c. 7 times, consecutively, $1.40. 30 times, consecutively or every other day, $5.00.

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A true home, affording EVERY recreation advantage—and only 45 minutes from Broadway!
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Virginia Av. near Beach, Atlantic City. Rooms en suite, with hot and cold sea water baths. Elevator from street level. $3.50 daily and up. Special weekly rates. Auto coach meets trains. Capacity, 500. Write for booklet.
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Central Park West and 63rd Street
Kindergarten, Elementary, High School and Normal Departments. Country Camp, Athletic Sports, and School festivals.
Broad course of ethical instruction.
In September, 1912, new Open Air Classes will be held on the roof overlooking Central Park.
For these Open Air Classes, in the 4th, 5th and 6th grades, a few places are still available; and because of the transfer of some in-door pupils to the roof, a few places are also available in the regular school.
Application, in either case, should be made promptly to
Franklin C. Lewis, Superintendent

The Berlitz School of Languages
Madison Square (1122 Broadway).
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All languages by superior native teachers.
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THE WEATHER.

WASHINGTON, April 16.—The lake storm has passed to the Canadian maritime provinces, while that over Texas has moved to the lower Mississippi Valley. These disturbances caused a continuation of unsettled weather over much of the country east of the Rocky Mountains, with heavy thunder storms in the Gulf States.

Temperature remains considerably above seasonal throughout the Atlantic and East Gulf States and the Ohio Valley, and temperatures above 90 degrees were reported from Florida.

Abnormally low temperatures continue over the Rocky Mountain region and the upper Mississippi Valley.

Indications are that the weather will continue unsettled, with showers Wednesday in the Ohio Valley, the East Gulf States, and in the Atlantic States from Virginia to Florida. In other parts of the country the weather will be generally fair Wednesday and Thursday.

Cooler weather will overspread the Middle Atlantic and North Atlantic States and the Ohio Valley Wednesday.

Winds along the New England Coast will be moderate north; Middle Atlantic Coast, moderate variable, becoming north and northeast; South Atlantic Coast, light to moderate south.

Steamships departing Wednesday for European ports will have moderate variable winds and overcast weather to the Grand Banks.

FORECASTS FOR TO-DAY AND THURSDAY.

Eastern New York—Fair in northern, cloudy in southern portion; cooler Wednesday. Thursday, probably fair; moderate north winds.

New Jersey and Eastern Pennsylvania—Unsettled and cooler Wednesday. Thursday, cloudy; moderate north winds.

Northern New England—Fair and cooler Wednesday. Thursday, fair; moderate north winds.

Southern New England—Cloudy and cooler Wednesday. Thursday, probably fair; moderate variable winds, becoming north.

The temperature record for the twenty-four hours ended at midnight, taken from the thermometer at the local office of the United States Weather Bureau, is as follows:

	1911.	1912.		1911.	1912.
8 A. M.	40	59	4 P. M.	44	71
6 A. M.	40	55	6 P. M.	43	72
9 A. M.	40	63	9 P. M.	41	67
12 A. M.	37	70	12 P. M.	39	65

This thermometer is 414 feet above the street level. The average temperature yesterday was 64; for the corresponding date last year it was 42; average on the corresponding date for the last thirty-three years, 48.

The temperature at 8 A. M. yesterday was 58; at 8 P. M. it was 70. Maximum temperature, 74 degrees at 3 P. M.; minimum, 54 degrees at 5:15 A. M. Humidity, 94 per cent. at 8 A. M.; 61 per cent. at 8 P. M.

FIRE RECORD.

A. M.

1:10—112 Water St.; Dan Falmage Sons & Co. ..... Loss, $1,000

5:10—2,658 Broadway; Patrick Fleming. $5,000

5:20—156 W. 45th St.; Edward J. Coron. Slight

7:10—442 Central Park West; Adolph Robwitz. $250

8:20—615 W. 146th St.; P. A. Fisher. Trifling

9:30—869 E. 162d St.; McNoll & Wolf. $100

10:30—25 Grand St.; Louis Vesta. $100

11:40—474 Columbus Av.; Charles J. Hogan. Slight

P. M.

12:30—230 W. 148th St.; L. Alexander. Trifling

1:45—123 Rivingston St.; Jacob Gold. Trifling

5:20—177 Clinton St.; Jacob Harfield. $600

7:00—156 Lewis St.; owner unknown. Trifling.

7:20—209 Grand St.; B. Dubois. $20

7:20—155 Audubon Av.; L. Rohman. Trifling

7:35—81 Nassau St.; William Green. $150

8:00—202 2d St.; G. Hallock. ..... Trifling

10:20—2,370 1st Av.; L. Sinler. ..... Trifling

ESTATES APPRAISED.

Deputy State Controller Wallace S. Fraser transmitted the following appraisals under the inheritance tax law yesterday to Anthony J. Barrett, Chief Clerk of the Transfer Tax Office of the Surrogates' Court:

Estate of FERDINAND D'ZIUBA, (died Sept. 30, 1910;) realty, two lots at Jamaica, L. I., $1,496.48; personalty, Indiana Nautral Gas and Oil Company, $2,702.50; net realty and personalty, $13,621.49.

JAMES M. SILVERS, (died Aug. 17, 1910;) net personalty, $5,726.

Estate of JOHN S. BARNES, (died Nov. 22, 1911;) realty, 10 East Seventy-ninth Street, $250,000; personalty, bonds of the following: American Tobacco Company, at 90½, $18,100; A., T. & S. F. Railway Company, at 108, $12,960; C. G. Railway Company, at 107½, $10,750; C. R. R. of N. J., at 122, $32,940; C. & N. W. Railway, at 98, $24,500; C., B. & Q. Railway, at 98¾, $9,862.50; C., R. I. & P. Railway, at 104¼, $22,000; C., S. P., M. & O. Railway, at 123⅜, $14,835; G. N. Paper Company, at 105, $27,300; G. N. Paper Company, at 100, $10,000; I. & G. N. Railway, at 109, $43,600; I. F. & S. C. Railway, at 112½, $2,245; J. and C. Coal and Iron Company, at 105, $25,750; L. and W. Coal Company, at 92.79, $19,485.00; L. and W. Coal Company, at 100¼, $14,070; L. & N. Railway, at 113, $5,650; M. E. W. S. Railway Company, at 85, $25,500; M., L., S. & W. Railway, at 109¾, $27,437.50; M., L. & M. Railway, at 102½, $14,350; M. P. Railway, at 107¼, $10,725; S. L., I. M. & S. Railway, at 107, $10,700 S. P. & D. Railway, at 101¼, $26,325; S. P. & S. C. Railway, at 111⅝, $11,137.50; S. P., M. & M. Railway, at 105⅝, $61,262.50; Union Club, at 100, $2,000; U. T. & E. Company, at 105½, $14,735; W., O. & W. Railway, at 94, $10,340; 100 shares A. T. and S. F. Railway, $14,000; 278 shares Atlas Portland Cement Company preferred, $29,885; 1,070 shares of same, common, $77,575; 100 shares B. & O. Railway Company preferred, $8,975; 140 shares B. & O. Railway common, $14,437.50; 100 shares C. & N. W. Railway Company, $19,550; 115 shares same, common, $19,732.50; 200 shares C., M. & S. P. Railway preferred, $29,600; 300 shares Great Northern Paper Company, $33,000; 77 shares Guaranty Trust Company, $61,022.50; 250 shares J. and C. Coal and Iron Company, $18,750; 750 shares L. V. Railway, $67,265.62; 3,000 shares Tidewater Oil Company, $612,000; 500 shares N. Y., N. H. & H. Railway, $70,875; net realty and personalty, $1,840,413.50.

WILLS FOR PROBATE.

ADOLPH LOEWENTHAL, (died April 1;) left more than $5,000 realty and more than $1,000 personalty; to Cone Loewenthal, wife, Amy and Marjorie Loewenthal, daughters, legacies of unestimated value; to Emil Loewenthal, brother, residue.

EDWARD M. VAN BEUREN, (died March 4;) left $6,500 realty to Emma Van Beuren, wife.

ISAAC GUTMANN, (died April 7;) left less than $200 realty and $10,000 personalty; to Beatrice and Gladys Gutmann, daughters, legacies of unestimated values.

JACOB W. MACK, (died April 11;) left more than $150,000 personalty; to Salem Fields Cemetery of Temple Emanu-El, $2,500; to Rose Seligsberg, sister, $12,500; Jewish Hospital of Furth, Bavuria, $2,500; Jewish Orphan Asylum of Furth, Bavuria, $2,500; Oscar Pappenheim, $2,500; Alexander Pappenheim, nephew, $2,500; Hebrew Orphan Asylum, $2,500; Home for Aged and Infirm Hebrews, $2,500; Montefiore Home, $2,500; New York Society for Prevention of Cruelty to Children, $2,500; Relief Fund of the New York Society for Ethical Culture, $2,500; Mount Sinai Hospital, $10,000; to Jennie and Ella Hyman, relatives, half each of residuary estate.

HORACE P. WHITNEY, (died March 26;) left $200 personalty; to Annie R. Spratley, mother, $100, and Girard Whitney, $100.

BOARD OF EDUCATION.

The Male High School Teachers' Association will hold a meeting at 10 A. M. on Saturday at Terrace Garden, 145 East Fifty-eighth Street.

At the New York Evening High School Auditorium, Fifty-ninth Street and Tenth Avenue, a debate will be held this evening between the New York Evening High School and the Brooklyn Evening High School. On April 19 debates will be held in these schools: East Side Evening High School vs. Morris Evening High School, at Public School 62, Hester, Essex, and Norfolk Streets; Morris Evening High School vs. Harlem Evening High School, in the Morris Evening High School auditorium, 106th Street and Boston Road, the Bronx; New Lots Evening High School vs. East Side Evening High School, in the New Lots Evening High School auditorium, Sutter Avenue, Vermont and Wyona Streets, Brooklyn.

Commissioners Thomas W. Churchill and Frank D. Wilsey went to Albany yesterday to urge Gov. Dix to sign the Goldberg Anti-Merging bill, which was recently approved by Mayor Gaynor. Commissioner Herman A. Metz has written a letter to Gov. Dix asking him to sign the bill.

The high school teachers who have been approved as of superior merit are now assured that they will be paid on May 1 the increase in salary, under the equal pay law, due them for January, February, March, and April. It is said that about 25 per cent. of the high school teachers have not been approved as of "superior merit." It is said, further, that they intend to sue for the increase on the ground that the action of the Board of Examiners, in disapproving them, is retroactive, and therefore illegal.

The clerical force in the Department of Education building is now making plans for their Summer vacations. Each clerk is allowed thirty working days' vacation.

POLICE DEPARTMENT NEWS.

General Orders—Beginning at 11 P. M., April 17, the boundaries of the 77th and 79th Precincts will be as follows: 77th Precinct—Hutchinson River to creek east of Boston Road, City Island, Eastchester Bay, Long Island Sound, including City Island, Hunters Island, Twin Islands, Hart's Island, High Island, and all the small islands within said boundaries; 79th Precinct—Jerome Avenue, City Island, Bronx River, City Island, creek east of Boston Road, Hutchinson River, Givan's Creek, Pelham Parkway, White Plains Road to Gun Hill Road.

Patrolman promoted to Sergeant, transferred and assigned as indicated:

Henry J. Walton, 2d to 16th Precinct.

Transfers: Lieutenant) George H. Enoff, 21st to 172d Precinct; Mounted Sergeant Woodbridge 74th to 22d Precinct and dismounted; Sergeant J. Ryan 22d to 74th Precinct and mounted.

Mounted Patrolmen—74th to precincts indicated and dismounted: J. Devlin, 18; F. W. Schmidt, 28; M. Garvey, 58; J. F. Smith, 22; P. Curry, 32; J. P. Kavanagh, 36; Patrolmen—To 74th from precincts indicated and mounted: F. J. McKenna, 18; J. J. Conway, 28; J. F. X. Day, 36; C. T. Gallagher, 22; T. J. McGlone, 32; S. Larkin, 36. School for Recruits from precincts indicated—T. M. Shaw, 36; I. Cantor, 16. W. B. Mott, 74th Precinct to Bridge A.

To C. O. Squad from precincts indicated: W. J. Maher, 22; T. J. Connell, 63. R. J. McCarthy, 36th, and P. B. Regan, 31st, to Detective Bureau as Acting Sergeant.

Assignments to motor cycle duty in Bridge A: Patrolmen J. A. Miner, W. B. Mott.

THE CIVIL SERVICE.

City.

The Municipal Civil Service Commission has approved the report of Chief Examiner Ireland to the effect that there is no list from which the Commissioner of Parks of Queens Borough can appoint two foremen with knowledge of arboriculture, and his suggestion that if a non-competitive examination for temporary appointment is desired the Commissioner nominate the candidates for some position in the classified list, and not to fill a position of a laborer, who is also a scientist.

The following have been approved by the commission:

Notice from the Secretary to the Commissioner of Public Works, Manhattan, of the rescinding of the action in discharging Sarah M. Cripps, attendant, on March 31, 1912, and requesting approval of her reassignment to duty.

Request of the Secretary of the Department of Public Charities for approval of the emergency appointment of Charles A. Hughes as mate, with salary at the rate of $900 per year, pending the selection of some one from the eligible list.

Request of the Fire Commissioner for authority to employ John La Halloran from time to time as veterinarian in the Borough of Richmond.

Letter from the President of the Borough of Brooklyn stating that Frederick D. Walker, who was certified from the preferred list of attendant, accepted appointment and then notified the Superintendent in charge that he did not care to accept the position, and that this is the second time he has acted in this manner. Name to be removed from the preferred list.

Request of the Commissioner of Public Works, Manhattan, for authority to employ Theodore J. Cox, Maspeth, L. I., as expert inspector of paving materials at the plant of the United States Wood Preserving Company at Norfolk, Va., with compensation at the rate of $10 per day.

Notification from the Commissioner of Parks, Boroughs of Manhattan and Richmond, of the emergency appointment of ten persons as gardeners.

Request from the Fire Commissioner for authority to employ William B. Northrop, 1,045 Fifty-sixth Street, Brooklyn, as Inspector in the Bureau of Fire Prevention.

Request of the Department of Health for authority to employ the following-named persons to render the services indicated:

The Rev. Abraham Blum to conduct religious services at the sanatorium at Otisville, N. Y., at a compensation not to exceed $300.

The Rev. Lawrence D. Flanagan to conduct religious services at the sanatorium at Otisville, N. Y., at a compensation not to exceed $300.

Frederick A. Ross, fire expert, compensation not to exceed $750.

Dr. H. W. Reid as dentist at the sanatorium at Otisville, N. Y., compensation not to exceed $400.

United States.

The United States Civil Service Commission announces an examination at the New York Custom House on May 8 for the position of Scientist in Soil Survey at $1,600 a year in the Department of Agriculture, for duty in the field, unless it is found to be in the interest of the service to fill such vacancies by reinstatement, transfer, or promotion. Men only will be admitted to this examination, which will consist of the following subjects, weighted as indicated: Practical questions in soil surveying, 35; thesis, or publications, (to be delivered to the examiner on the day of examination,) 25, and education, training, experience, and fitness, 40.

An educational training equivalent to that required for a bachelor's degree from a reputable college or university, or the fact that applicants are senior students in such an institution, and are pursuing a course of study which will entitle them to a bachelor's degree at the end of the present college year, and at least two years' experience in soil surveying, or geological surveying in the field, are prerequisites for admission to this examination. Applicants who fail to show that they have had sufficient training and experience to entitle them to a rating of at least 70 in that subject will not be admitted to the examination.

The duties of this position will consist of soil mapping in the field, including supervision of soil survey parties. Men who prove efficient may expect reasonable promotion. Applicants must have reached their twenty-first but not their forty-fifth birthday on the date of the examination.

THE UNITED SERVICE.

Special to The New York Times.

The Army.

WASHINGTON, April 16.—Col. Ruckman will proceed to Fort Mills, P. I., for duty at that point.

Lieut. Col. Skerret, Major Cole, and Capts. Ireland and Alley will remain on their present duties at their present stations.

Lieut. Wallis to join the company to which he is assigned.

Col. S. M. Foote, Coast Artillery, placed on the list of detached officers published May 1.

Capt. L. Eltinge, Fifteenth Cavalry, relieved from duty at Fort Leavenworth, Kan., and from assignment to Troop F, and proceed without delay to Fort Myer, Va.

Col. M. F. Harmon, Coast Artillery, is relieved in the Philippines Division, and will proceed to the Presidio of San Francisco.

First Lieut. A. Von Schrader is relieved at the Letterman General Hospital, San Francisco, at such time as will enable him to comply with this order.

First Lieut. C. E. McBrayer is relieved at Fort Howard, Md., and will proceed to Fort William H. Seward, Alaska.

First Lieut. F. R. Burnside, Medical Corps, detailed as a member of Examining Board at Fort Riley, Kan.

Major C. J. Bartlett, Medical Corps, is relieved from duty at Fort Andrews, Mass., to Fort Worden, Wash.

First Lieut. J. B. H. Waring, Medical Corps, is relieved from treatment at San Francisco, to Western Division.

The following officers remain on duty at the United States Marine Corps rifle range, Winthrop, Md.: Capt. R. H. Allen, Twenty-ninth Infantry; First Lieut. O. F. Snyder, Seventeenth Infantry; First Lieut. C. H. Farnham, Fourth Infantry; First Lieut. A. Rutherford, Fifth Infantry.

The following officers to the United States Marine Corps rifle range, Winthrop, Md., to participate in try-outs for places on the team to represent the United States in the international rifle match at Stockholm, Sweden: Capt. H. B. Myers, Sixth Cavalry; Capt. A. L. Briggs, Twenty-sixth Infantry.

Capt. F. W. Coleman, Commissary, to Fort Benjamin Harrison, Ind., for temporary duty.

First Lieut. J. F. Johnston, Medical Corps, is detailed as a member of the Examining Board at the Presidio of San Francisco.

First Lieut. W. E. Persons, Eleventh Infantry, is relieved from treatment at Letterman Hospital, San Francisco; to his proper station.

Each of the following officers of the Thirtieth Infantry is designated as Special Disbursing Agent of the Pay Department for the post specified after his name:

First Lieut. L. Worthington Moseley, Fort Gibbons, Alaska; First Lieut. B. Ward, Fort Davis, Alaska; First Lieut. C. B. Elliott, Fort St. Michael, Alaska.

Capt. McCain, Seventh Infantry, is transferred at his own request to Eighteenth Infantry, vice Capts P. W. Beck, who is transferred to Seventeenth Infantry.

Lieut. Col. W. T. May, Infantry, at his own request, is relieved from duty at the Army War College, Washington Barracks, D. C.

The Navy.

Lieut. Commander W. S. Crosley, to duty in connection with General Board, Washington.

Lieut. H. E. Shoemaker, detached from Navy Recruiting Station and branch Hydrographic Office, Cleveland, Ohio; to Astatic Station.

Lieut. H. E. Kelley, detached from North Carolina; to Tennessee as Senior Engineer Officer.

Movements of Naval Vessels.

Arrived—Vulcan, at Frenchman's Bay; Prairie, at Guantanamo; Drayton, Paulding, Perkins, Mayrant, Sterett, Walke, Patterson, Ammen, Burrows, Monaghan, Trippe, Arethusa, and Dixie, at Guantanamo; Potomac and Lamson, at Norfolk; Cheyenne, at Bremerton.

Sailed—Ajax, from Hampton Roads for Melville Station, R. I.; Sylph, from Washington for Piney Point; Hector, from Hampton Roads for Guantanamo; Tecumseh, from Washington for Piney Point; Cheyenne, from Tacoma for Bremerton; Castine, Tonopah, C 2, C 3, C 4, C 5, D 1, D 2, D 3, E 1, and E 2, from Norfolk for Lynnhaven Bay; Hercules, from Norfolk for Washington; Chester from Boston for Philadelphia.

Employers frequently complain that it is difficult to obtain honest, efficent employes. The New York Times accepts honest advertisements only. Read the messages of earnest men and women daily in the Situation Wanted columns of The New York Times. Telephone Bryant 1000.

Lost

LOST—Lady's small green handbag, on 45th St. near 5th Av., containing money, papers, keys. Finder return papers, keys, and bag to 40 West 45th St., keeping money; no questions asked.

LOST—Monday afternoon or evening, a diamond crescent pin, between 97th St. and Colonial Theatre. Reward return to Mrs. Ward, Euclid Hall, 2,345 Broadway.

LOST—Opera glasses; inscription "Mediterranean," initials, and date; reward. Cashier, Hotel Narragansett, 93d St. and Broadway.

LOST—In Wall St. section, card case containing $28 and cards; reward. Return Room 1,112, 115 Broadway.

LOST—Diamond lavalliere, between East 141st and 57th; reward; no questions. Farrish, 64 John.

LOST—Envelope containing sketches and proofs of face-powder labels; reward. L 68 Times.

WILL the person sitting back of me on Wednesday and who picked up my pearl and diamond pin return same and avoid further trouble? Y. W., 900 7th Av.

Lost and Found, Cats, Dogs

LOST—On or around March 27, white French bull bitch on 3d Av. and 64th St. Twenty-five dollars reward and no questions asked if returned to 14 East 65th St.

dogs and cats and responsible persons wishing to secure pets should apply at the Shelter. UNWANTED DOGS AND CATS should be taken to the A. S. P. C. A. Shelter for Animals, 102d St. and East River, or the Ambulance House at 111 East 22d St. Owners of lost

Found

FOUND, April 16.—POLICE DEPARTMENT. Inquire 240 Centre St.: Pocketbook containing a small amount of money, leather cardcase containing a small amount of money, brooch pin, State detective shield.

FOUND, April 15.—HUDSON & MANHATTAN R. R. CO.—Hudson Tubes. Apply 137 Christopher St.: Purse, cocoanuts, books.

Business Opportunities

$5,000 REWARD.—If you have confidential relations with a man or woman of means with money to invest, you can do a favor to your friend and earn $5,000 quickly; I have a parcel of lots, particularly well located, in New York City, worth $300,000, to be sold at $150,000, ($600 per lot;) $50,000 cash required; six months to pay.

EXECUTOR, Box 156 Times.

Young man who is able to invest $2,000 to $4,000 desires position in some established business that may stand the closest investigation. Mining schemes, proprietory medicines and all business that comprises these features will not be considered, only an established firm that can be vouched for by individuals and companies with whom they have dealt will be considered. L 77 Times.

I will sell to responsible party my beautifully developed $8,000 plantation in best health resort district to South for $3,500; 10 p. c. cash, balance easy payments; plantation has shown handsome profits each year; equipped with best up-to-date improvements and implements; business interests call me abroad; brokers need not answer; references exchanged. K 115 Times Downtown.

A long-established manufacturer of staple goods requires $25,000 to $30,000 to further extend the business, which is already profitable; party may take an active part in management or can have absolute security for the investment. Address Charles O. Le Count, 290 B'way, N. Y.

A well-organized selling agency is needed to act as selling agent for an established pecan development company; groves located in Georgia; liberal arrangements made with company that can sell acreage. Write W. W. Pall, 20 Broad St.

PIANIST or dancing master, with $1,000 cash, may become partner in establishing most select dance hall and school, in high-class central location; make appointment for meeting for complete details. Mr. Sabine, L 67 Times.

Sacrifice Maiden Lane watch and jewelry business; cheap to cash buyer; repairs overpay expenses; 1911 profits $3,600; exceptional opportunity. Address Jack Johns, 406 West 23d St., New York.

MOVING PICTURE.

With $2,500 you can secure interest (active or silent) in biggest picture proposition known. Now playing to thousands. Life time opportunity. Guarantee, L 66 Times.

Partner with $5,000, act as Treasurer, complete organization, purpose manufacturing and marketing patented household necessity; fullest investigation. C. M., Room 1,005, 185 Madison Av.

Desired.—Person with brains and $15,000 to invest. Absolutely new manufactured article, large returns proven; amply protected. Investigation courted. L 89 Times.

Energetic salesman, would invest $1,000 and services in established business; money secured. L 80 Times.

Advertiser wants to meet capable man who will invest $250, with services, in good business. L 79 Times.

Boarding House; fine neighborhood, west side new furniture; one vacancy; quick. Phone River—2970.

Exclusive Agency.—Innovation. Konin's, 510 Amsterdam Av.

Business Notices

500 Multigraph typewritten letters, $1.50; 1,000, $2; addressing, printing, lowest prices; 1,000 letterheads, envelopes, $1.50. Royal Letter Company, 15 East 14th St.

LIFE INSURANCE.

Declined risks placed; no advance fee; principals preferred direct. Address Box H 157 Times.

Gray's Multigraph Typewritten Letters, $1.00 1,000. Samples submitted. Telephone 1333 Cortlandt. Gray, 93 Nassau.

Boarders Wanted

West Side.

57TH AV., 46.—Large and small rooms; gentlemen, couple; table guests accommodated; references.

111TH, 112 and 114 WEST.—Pleasant rooms; exceptional table and service; table boarders accommodated.

111TH ST., 23 WEST.—Comfortable furnished rooms; running water; telephone; with board.

116TH ST., 20-22-33 WEST.—Large and small rooms; well furnished; unexcelled board; telephone.

44TH ST., 260 WEST.—Alliance House, "Quiet Place for Quiet People"; single rooms, including board, $10 per week; use of bath; suites, consisting parlor, sleeping apartments, private bathroom, $30 up per week, including board for two; other double rooms; steam heated throughout; elevator service. 'Phone 793 Bryant.

49TH ST., 68 WEST.—Established 24 years; rooms and suits; baths; telephones; superior table; moderate.

51ST ST., 341 WEST.—Pleasant room; running water; excellent home table; private American family; highest references exchanged. Wardell.

54TH ST., 54 WEST.—Large and small rooms; first-class references; table guests.

64TH ST., 115 WEST.—Large, pleasant room, suitable for one or two; excellent table; moderate.

70TH, 151 WEST.—Second-story room; private bath; hot water supply; room telephone; references.

269 WEST 70TH ST.

Attractive rooms; 'phone; Sub.; board optional.

71ST ST., 130 WEST.—Two large connecting rooms; every convenience; excellent table; Subway, "L."

120 WEST 71ST ST.

Attractive rooms; suite suitable doctor; baths, electricity.

72D ST., 122 WEST.—Attractive, large, small rooms; private bath; studio apartment; high-class accommodations.

72D, 152 WEST.—Room, board, piano, for young ladies studying music, art; references; moderate.

72D ST., 131 WEST.—Large and single rooms; southern exposure; private baths; table guests; references.

175 WEST 73D ST.

Pleasant rooms; telephone; subway; "L"; excellent board.

74TH ST., 149 WEST.—Attractive rooms; private bath; suitable one, two; board optional; reasonable; references.

79TH, 237-239 WEST.—Large, medium rooms, private bath; high-class house; excellent table.

76TH ST., 249 WEST.—Desirable rooms; parlor dining; table board; references.

76TH ST., 113 WEST.—Medium sized room; hot and cold water; also hall room; references.

80TH ST., 108 WEST.—Party desiring real home, accommodated by lady having large residence; superior table, refined atmosphere; references required.

80TH ST., 124 WEST.—Large and small rooms; private surroundings; exceptionally good table; very reasonable.

81ST ST., 156 WEST.—Unexpectedly vacated, double and single rooms, with board; table boarders accommodated.

82D ST., 50-52 WEST.—Rooms, singly or en suite; baths; electricity. Phone Schuyler 8397.

83D ST., 55 WEST.—Small private boarding house will rent entire floor with bath, or singly; board optional; Summer rates.

84TH, 53 WEST.—Summer prices; bright room; excellent board; suitable gentlemen; with Jewish family.

82D ST., 55 WEST.—Medium room; also hall room; bath, running water adjoining; moderate.

93D, 304 WEST.—Newly decorated, beautifully furnished double and single rooms; table a specialty.

94TH ST., 16 WEST.—Large room, with board; table guests; convenient "L." Telephone 3442—Riverside.

Boarders Wanted

West Side.

(100TH ST.) 828 West End Av.—Delightful rooms; private bath; telephone; attractive board; table guests.

101ST ST., 215 WEST, Corner Broadway.—Corner room; private bath; southern exposure; single room, adjoining bath; Summer rates; home cooking; excellent table. Masline.

103D ST., (West End Av., 879.)—Large, bright rooms, bath; Subway; excellent cuisine; rates moderate.

114TH ST., 526 WEST.—Small, light, airy room; running water; closet; table guests.

118TH ST., 417 WEST.—Newly decorated and furnished rooms; Southern cooking, daintily served; Subway; trolley.

123D ST., 519 WEST.—Acropolis Hotel, near Riverside; single rooms, suites; board optional; reasonable rates.

137TH, 602 WEST.—(Broadway Subway); high class accommodations; front room, suitable two; excellent German cooking; refined private family; elevator. Apartment 43.

140TH, 455 WEST.—Large room; electric light; unexcelled cuisine; table guests. 'Phone Audubon 7217.

142D St., 512 WEST, (Near Riverside.)—Pleasant front rooms; telephone; excellent table board; moderate.

144TH ST., 472 WEST.—Private residence; exceptionally clean; desirable accommodations; excellent table board; reasonable rates.

145TH ST., 613 WEST.—Large room overlooking Hudson; running water; closets; good board; telephone; references.

145TH ST., 412 WEST.—Desirable accommodations; couple, $18; bath adjacent; superior table; private house; references.

LA PORTE HOTEL, 117th St. and Amsterdam Av.—First-class apartment hotel; elegant rooms, single, en suite; newly decorated; terms moderate; highest elevation in Manhattan; home cooking.

LARGE, small rooms; private bath; near park; subway; elevated; excellent table. 48 West 91st St.

WAVERLEY PLACE, 101, The Park.—Large sunny rooms; private bath; single rooms; excellent table.

A.—WAVERLEY PLACE, 103.—Elegantly furnished rooms, with private bath; large closets; phone; $16 to $20 week; hotel service.

East Side.

63D ST., 22 EAST, (cor. Madison Av.)—Fine rooms; excellent board optional; reasonable prices.

80TH ST., 40 EAST.—Second floor suite; elevator; other single rooms; fine table; reasonable.

IRVING PLACE, 47.—Newly furnished, large and small rooms; excellent board; table guests; telephone.

MADISON AV., 71.—Large and small rooms, with board; best accommodations; telephone; references exchanged.

MADISON AV., 839, (70th St.)—Large, handsome rooms, with board; breakfast in rooms; references.

Country Board

Staten Island.

THE GABLES, 999 Castleton Av.—Large grounds, piazzas; trolleys pass door; connect boats; references.

New Jersey.

YOU WILL GO ONLY 35 MINUTES FROM BROADWAY ! ! !

$18 PER WEEK AND UP FOR TWO PEOPLE INCLUDES ELEGANTLY FURNISHED ELECTRIC-LIGHTED ROOM, WITH PRIVATE TILED BATHROOM AND SUPERB HOTEL MEALS AT THE ELMWOOD, 43 SOUTH WALNUT ST., EAST ORANGE, N. J. Special rates to families.

Southern exposure, billiard room, palm room, smoking room, vacuum cleaned; electric candles on dining room tables give fairyland effect; four minutes from station; not a country hotel, but a first-class metropolitan house; why continue to pay same rates in a boarding house with one bath to fifteen people!

Take the wonderful McAdoo tube, either from your office door at Broadway and Cortlandt St., or the centre of the theatre, shopping district at Broadway and 33d St.; no crowded Subway; warm cars; no ferries; charmingly located in metropolitan zone.

New England.

Stamford, Conn., 77 Washington Av.—Small, exclusive house; convenient to trolley. Miss Kate Roberts.

Furnished Rooms

West Side.

8TH ST., 8 WEST.—Two rooms and bath; nicely furnished; board optional.

9TH ST., 17 WEST.—Private house; suites for bachelors; suitable two, three; electricity; telephone; transient facilities; unsurpassed; references.

12TH ST., 61 WEST.—Beautifully furnished, newly decorated, exceptionally bright rooms; telephone; single room, $8.

19TH ST., 237 WEST.—Large, light room; hot water; bath; suitable one or two gentlemen.

22D ST., 426 WEST.—Handsomely furnished, sunny, back parlor and dressing room; running water; telephone.

23D, 431 WEST.—Newly furnished and decorated large front and back rooms, single, connecting.

46TH ST., 43 WEST.—Large and small rooms; private bath; gentlemen; refined house; references.

47TH ST., 77 WEST.—An extra large front room; newly furnished; very central.

48TH ST., 115 WEST.—Large and small rooms; gentlemen only; references. Telephone 3706 Bryant.

49TH ST., 247 WEST.—Parlor, bedroom, connecting; modern; electric light; furnished; first class. MRS. LELONG.

52D ST., 54 WEST.—Elegant large, second floor, front room; all conveniences; telephone; breakfast; references.

54TH ST., 130 WEST.—A large, newly furnished second-story front; also sunny medium room; house newly decorated; fine block; private American family; telephone.

58TH ST., 129 WEST.—Nicely furnished rooms; all conveniences; breakfast; select location; telephone 381 Columbus.

58TH ST., 17 WEST.—Magnificent parlor suite; private bath; electricity; suitable physician or family adults.

59TH ST., 208 WEST.—Facing Central Park; furnished rooms; all conveniences; electric light; $4 up; suitable for studio.

65TH ST., 5 WEST.—Large front and back parlor; private entrance; extra clean, plenty of light and air; fine bathroom; private phone; three in family (American Christian;) references given and REQUIRED. Phone 1895 Columbus or call. Hanshe.

68TH ST., 38 West.—Bachelor apartments; exquisitely kept; unrivaled service; absolutely private; every modern convenience; breakfast if desired; highest references only.

68TH ST., 68 WEST.—Elegant large front room bay window; alcove; service unrivalled; breakfast optional.

68TH ST., WEST.—Handsomely furnished rooms; bath rooms; private family; references. 3184 Columbus.

189 WEST 69TH ST.

Attractive suite; private bath; small room; every convenience.

70TH ST., 138 WEST.—Attractive room; private bath; steam heat; private house; gentleman only.

70TH, 267 WEST.—Front and back rooms, with dressing rooms; electricity, telephone; board optional.

71ST ST., 351 WEST.—Attractive single rooms, $4 up; suites; private bath; gentlemen. 2317 Columbus.

71ST ST., 141 WEST.—A large room; private house; men only; references.

72D ST., 302 WEST.—Extremely pleasant, nicely furnished, large, front room; smaller room; 'phone; gentlemen.

73D, 166 WEST.—Attractive rooms with every convenience; southern exposure; near Subway express.

74TH ST., 104 WEST.—Attractive room, dressing room attached; also small room; telephone; Summer rates.

74TH ST., 107 WEST.—Desirable front room near bath; also single; homelike surroundings; telephone; references.

76TH ST., 57 WEST.—Large, desirable room; attractive neighborhood; all conveniences. 'Phone 8124 Schuyler.

76TH ST., 119 WEST.—Physician's office; light back parlor; conveniences; also large room, bath; handsomely furnished.

76TH ST., 125 WEST.—Handsomely furnished rooms in first-class neighborhood; breakfast optional; telephone; references.

76TH, 180 WEST.—Front room, near bath; electricity, running water; also single room; references.

77TH ST., 116 WEST.—Large and small rooms; doctor's floor; Summer rates; references required.

77TH ST., 109 WEST.—Large front room, second floor; first-class house; accessible; telephone; reasonable.

77TH, 102 WEST.—Medium-sized front room; running water; bath adjoining; private house.

79TH ST., 163 WEST.—Nicely furnished rooms; Summer rates; also a parlor floor; doctor's office or musical studio.

79TH ST., 169 WEST.—Large and small rooms, adjoining bath; high-class house; references.

80TH ST., 132 WEST.—Large, nicely furnished room with bath; one flight; private house; references.

81ST ST., 204 WEST.—Well-furnished, immaculate room; every convenience; first floor. Sharples.

82D ST., 146 WEST.—Attractive, light, clean rooms; select modern apartment; running water; large closets; private family; Subway, "L." 5706—Schuyler. Haskins.

Furnished Rooms

West Side.

82D ST., 6 WEST.

Select, gentlemen only; large front or floor; bath; vacant this week; near Central Park; homelike; plain; breakfast optional.

82ND, 110 WEST.—Elegantly furnished, large front room; running water; man and wife; gentleman.

82D ST., 327 WEST.—Private house, overlooking Drive; running hot, cold water; telephone; moderate. Campbell.

149 WEST 84TH ST.

Private family rent two exceptionally well-furnished, sunny rooms, adjoining bath; Subway, "L"; moderate terms to gentlemen. Arnold.

84TH, 34 WEST.—Ideal Summer room, dressing room; all conveniences, attractive, private house, reasonable.

84TH ST., 64 WEST.—Nice front room; suitable for one or two; running water; moderate.

87TH, 176 WEST.—Two or three connecting rooms; running water; also small room. Bruns.

91ST ST., 122 WEST.—Very attractive, large front room; one flight; pretty single one. Potter.

92D ST., 68 WEST.—Two nice rooms; private house; all conveniences; near elevated; reasonable; reference.

92D ST., 51 WEST.—Large front room; running water; bath adjoining; reasonable.

95TH ST., (710 West End Av.)—Airy, comfortable rooms; reasonable; Subway express, trolley. Dick.

95TH ST., 145 WEST.—Large, well furnished front room; running water; private house.

95TH ST., 151 WEST.—Neatly furnished large rooms; references.

97TH, 145 WEST.—Private family; large, sunny, second floor front room; handsomely furnished; bath.

107TH ST., 230 WEST.—High-class elevator apartment; attractive rooms, beautifully furnished; references. Gurnee.

110TH ST., 229 WEST.—Large, cool room, private elevator apartment; electricity, shower, telephone; reasonable. Aiken.

112TH ST., 511 WEST.—Cheerful, airy room; convenient locality; Subway; references exchanged; elevator. Apartment 11.

113TH ST., 606 WEST.—Unusually light, attractive room; high-class apartment; Subway express; references. Smith.

114TH ST., 528 WEST.—Large, cool rooms; private house; telephone, bath; convenient transportation.

116TH ST., 164 WEST.—Attractive single, double rooms; 3 rooms for housekeeping; telephone; references. Fleishman.

118TH ST., 414 WEST.—Artistically furnished, near Columbia; Subway; moderate; gas, electricity, elevator, telephone. Smith.

118TH ST., 480 WEST.—Large, comfortable front rooms; elevator, mail chute, telephone; subway. Robinson.

118TH ST., 405 WEST.—Attractive rooms; high-class elevator apartment; all conveniences. Apartment 41.

119TH ST., 422 WEST.—Desirable front room; two windows; reasonable; restaurant; elevator Subway, apartment 24.

120TH, 417 WEST.—Large front room, elevator apartment; special rates, business person. Mars.

122D ST., 540 WEST, Near Riverside Drive.—Beautiful front room; airy, single room. Apartment 32.

122D ST., 500 WEST.—Large, sunny; also smaller; large closet; elevator apartment; kitchen privileges. Ingeman.

122D ST., 212 WEST.—Large furnished room; suitable two; business gentlemen; Subway, "L;" telephone; references.

122D ST., 500 WEST.—Private family; elevator apartment; terms reasonable. Apartment 6B.

123D, 547 WEST.—Furnished; outside; elevator; two, three rooms, b

Situations Wanted

Female.

AMERICAN young man (Jewish) desires position as beginner with reliable banking house. L 86 Times.

AMERICAN of refinement would like position as housekeeper in apartment. C 236 Times Downtown.

ASSISTANT BOOKKEEPER, stenographer, typist; bright beginner; moderate salary; operates switchboard. K., 1,731 Pitkin Av., Brooklyn. 'Phone 660 East New York.

BOOKKEEPER.—Young lady, 23, six years with one firm; familiar with controlling accounts; competent, reliable; salary, $16 to $18.

CHAMBERMAID.—Assist with waiting; lady going abroad recommends excellent maid; free April 23. Seen 116 East 73d St., 10 to 3.

DANISH masseuse, as useful companion to lady who travels in Europe or America; best references. H., 306 West 75d St.

EXPERT TUTORS.—College entrance, civil service examinations; all branches. Apt. 21, 540 West 122d St.

EXPERIENCED colored woman wishes day's work; good laundress. Head, 55 West 140th.

HOUSEKEEPER or COMPANION.—Refined, capable woman; highest references. H., 337 East 57th St.

INTERPRETER, speaking and writing fluently Spanish, French, German, and Turkish, desires position; moderate salary; best references. Ariel, 321 East 18th St.

LADY'S MAID, German; experienced; good seamstress; best city references. Care of Withers, 120 East 55d.

MASSAGE.—Swedish movements; $1 hour; ladies' residences; experienced lady. Address Osteo, 64 West 109th St.

STENOGRAPHER, BOOKKEEPER.—Seven years' office experience; wishes steady position; $12. Telephone present employer, 3,208 Gramercy, or address Steno, 2,060 3d Av.

STENOGRAPHER and assistant bookkeeper; bright, hard worker; will take moderate salary, with advancement. Bertha Klein, 605 Madison Av. 'Phone Plaza 2003.

STENOGRAPHER, typewriter, office work; bright beginner; rapid, accurate, good speller, plain penman, neat appearance; $6; no agency. C 208 Times Downtown.

STENOGRAPHER, typewriter; intelligent, energetic young lady; good references; terms reasonable. Stenographer, 89 Delancey, St.

STENOGRAPHER, office assistant; high school graduate; 2½ years' experience; references. K., Rothstein, 16 East 97th St.

STENOGRAPHER, typewriter, desires position; five years' experience; best references. Aarons, 11 East 116th St.

STENOGRAPHER, 17, experienced, general office work; accurate, ambitious, neat. Miss Zink, 405 East 82d.

STENOGRAPHER, eight years' experience, desires position Summer hotel. Preston, 68 Johnson St., Brooklyn.

TELEPHONE operator, experienced, desires position at busy board in large hotel or first-class apartment. E. S., 2,285 8th Av.

TRAINED NURSE desires position; specialty is children; highest references. Address N. S., 130 Bidwell Av., Jersey City, N. J.

WAITRESS.—Lady leaving the city wishes to place her waitress, whom she can highly recommend. Call Thursday, 1 to 5 o'clock, Mrs. Plummer, 130 East 67th St.

WAITRESS.—Lady going abroad recommends excellent girl; free April 23. Seen 116 East 73d St., 10 to 3.

WOMAN STENOGRAPHER.—Expert; good bookkeeper and conversant with office details; experience in publication office; $15. Address Steno, 708 Columbus Av.

YOUNG, highly educated German lady, just landed, looks for position in first-class family; speaks German and French fluently, some English, and is able to give lessons in music, (piano and singing;) country preferred. Y 37 Times.

Male.

ACCOUNTANT.

Chartered accountant seeks position as comptroller or assistant to President of large corporation; age 32; a man of highest character and integrity; varied business experience for 15 years; capable of assuming responsibilities; very sucessful systematizer; unquiestionable references furnished at personal interview. "Accountant," 114 West 70th St, city.

ACCOUNTANT (degree) desires connection with large concern; executive ability, absolute integrity; thoroughly efficient, capable, and ready to assume responsibilities; unquestionable credentials submitted at personal interview. C 207 Times Downtown.

ACCOUNTANT, (C. P. A.,) university graduate, desires position as accountant, auditor, office manager; thoroughly familiar with banking, foreign exchange, industrial, and professional accounting; highest credentials; age 32. C 226 Times Downtown.

ACCOUNTANT.—Books opened, balanced; systems; arrangements with firms not employing bookkeeper, $2.50 weekly. Accountant, Room 512, 621 Broadway. 'Phone 6626 Spring.

ACCOUNTANT.—Expert; books opened, closed, balanced, systematized, audited, written up; kept part time; reasonable. Accountant, 32 Union Square. 'Phone 2259 Stuyvesant.

ACCOUNTANT.—Audits, adjusts, writes up books, $5 monthly up; financial statements, systems; reasonable. Mitchell, 25 East 14th St. Telephone 1807 Stuyvesant.

ADVERTISING.—Young man with college education desires advertising situation as copy writer or solicitor; any class of work if position offers advancement. L 61 Times.

A BRIGHT and ambitious, well-educated young man, familiar with all phases of office work, stenography, and bookkeeping, with extensive business training, commercial and newspaper work, desires responsible clerical or other position with well-established firm. Advertising or sales department. Z 302 Times.

BOOKKEEPER, accountant, 6 years' experience, wishes to connect with good house. C 231 Times Downtown.

BOOKKEEPER, 19, capable assistant; efficient office man; experienced; seeks position, offering opportunity. Box L 70 Times.

BOOKKEEPER-STENOGRAPHER, (27,) competent; nine years 'experience; highest credentials; $22. Read, 125 East 23d.

BOY, 18, desires position in wholesale house or office; best references. L 96 Times.

CARETAKER.—Man and wife; middle aged; no children; Americans. L 76 Times.

CHAUFFEUR mechanic, single, desires change for touring Europe with party who wants a sober, reliable man; experienced in foreign, American cars; two years with last employer. K 116 Times.

CHAUFFEUR.—Mechanic; single, experienced driver; reliable and obliging; highest private references for sobriety, honesty, driving, mechanical ability; salary moderate. F. R., 265 West 125th St.

CHAUFFEUR.—Valet, English, good driver and mechanic; experienced valet, goor references; has traveled Europe. Hammond, care of Advertising Agency, 990 6th Av.

CHAUFFEUR, Englishman, expert engineer, requires position with party touring this country or Europe. X Y 75 Times.

CHAUFFEUR.—Mechanic; any car; country preferred; obliging; English. L 87 Times.

COLLECTION DEPARTMENT; college graduate, (25;) capable correspondent; to assume full charge. F. R., 337 East 18th St.

COMPETENT BOOKKEEPER, now filling temporary place, May 1, desires permanent position; good references. L 81 Times.

MAN, with thorough, all-around business experience past 12 years, desires permanent position at anything; best references. Y 80 Times.

MAN, 40, wants position at anything. 1571 Park Ave., City. Curley.

MASTER MECHANIC of large machine works who can make his own drawings wishes to change his position. Address Box 274 Valhalla, N. Y.

NIGHT WORK.—Young man is desirous of evening or night work, clerical or otherwise; can furnish excellent references. L 78 Times.

REPRESENTATIVE well acquainted with Southern territory, sound business sense, mechanical engineering experience, strictly sober, would like to represent machinery concern; best of references. Y 33 Times.

SALESMAN.—Experienced, wishes position at any line; city or to travel out. C 230 Times Downtown.

STENOGRAPHER and typewriter; beginner, few months' experience; excellent references; salary no object. Frank Shallin, 308 9th St., Jersey City, N. J.

SWEDE, university graduate, experienced in traveling all over the Continent, desires position as cicerone for party visiting Olympic games and the Continent. Reply, Goth, K 96 Times.

WANTED—A permanent managerial position by a man qualified for a position of trust now engaged in efficiency work with a manufacturing concern; has had experience as manager of a factory, creating new business, handling salesmen, office staff, accounting, and systematizing; can furnish New York references. Address P. O. Box 1,197 Boston, Mass.

WATCHMAN.—Four years' experience; can furnish best references; reliable and steady. L 85 Times.

Other Situations Wanted Male on preceding page.

DR. PARKHURST AT 70 MOURNS TWO FRIENDS

Venerable Clergyman's Birthday Is Marred by Reported Loss of Stead and Isidor Straus.

20 YEARS SINCE CRUSADE

And Thirty-two Since He Came from Massachusetts to the Madison Square Presbyterian Church.

The Rev. Dr. Charles H. Parkhurst will celebrate his seventieth birthday today at his home, 133 East Thirty-fifth Street. The venerable Presbyterian clergyman was born in Framingham, Mass., on April 17, 1842.

Although Dr. Parkhurst has a host of well-wishers and friends who will remember his birthday and will do all they can to make it a happy one, he did not anticipate a very cheerful anniversary yesterday. His wife has been at the Corey Hill Sanitarium, in Brookline, Mass., for several months suffering from an attack of inflammatory rheumatism. Dr. Parkhurst has no children. His brother, Howard E. Parkhurst, the organist of Dr. Parkhurst's Madison Square Presbyterian Church, is his nearest relative and lives in Orange, N. J.

Dr. Parkhurst was very much depressed yesterday because of the Titanic disaster. He had known William T. Stead for fifteen years and was also a close friend of Isidor Straus.

Dr. Parkhurst comes of New England parentage, the family having emigrated from the Isle of Wight to Surrey, England, and George Parkhurst, first of the American branch, came here in 1635.

Dr. Parkhurst's father, the seventh in line from the original George, was Charles Parkhurst, a farmer, who lived in Framingham, Mass. His wife was Mary Goodale, born in Marlborough, Mass. Both parents were of the old-fashioned, religious New England type, Dr. Parkhurst said yesterday, and serious, verging on the austere. The father added to his income by teaching in the district school.

Dr. Parkhurst himself went to public school about half the time between the ages of 11 and 16. He had a genuine thirst for knowledge, but his father thought that practical influences would be beneficial and set him to work as clerk in a grocery store. Dr. Parkhurst studied as much Latin grammar during his clerkship as he could without incurring the resentment of his fellow-clerks and employer. Leaving the store at the age of eighteen, he prepared for college at Lancaster, Mass., and entered Amherst when he was twenty years old.

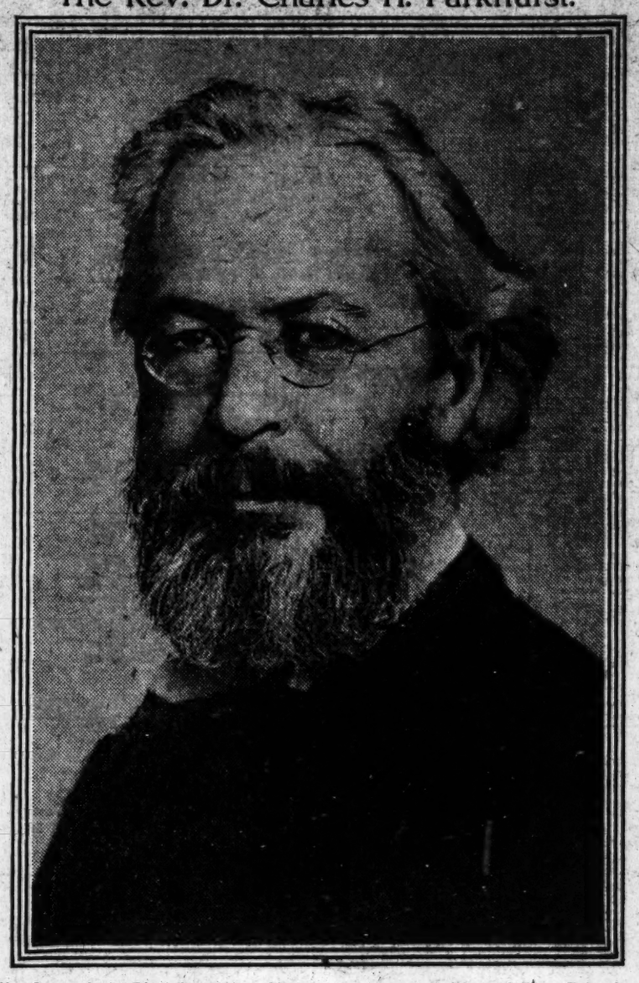
He was graduated from Amherst in 1886 and studied abroad and taught school in Williston Seminary, Easthampton, until 1874. He then entered the ministry, taking charge of the Presbyterian Church at Lenox, Mass. He remained at the Lenox church until 1880, when he was called to the pastorate of the Madison Square Presbyterian Church where he has served continuously for 32 years.

In 1890, when a series of vice and police exposures were under way, the late Dr. Howard Crosby invited Dr. Parkhurst to become a member of the Society for the Prevention of Crime. He became its president a year later, after Dr. Crosby's death. In 1892, he delivered a sermon, which soon became famous, on the text: "Ye are the salt of the earth." He scored the way the city was being governed, and when Tammany Hall tried to have him indicted, he turned the tables dramatically by producing one Sunday a month later in his pulpit a number of affidavits showing collusion between the police and criminals. The Police Department was investigated by the Grand Jury as a result of these affidavits. The Lexow Legislative Investigation of the Police Department and the defeat of Tammany in the elections of 1894 were largely due to Dr. Parkhurst's initial exposures.

"Dr. Parkhurst has always considered that his pulpit is his work place," said a friend of the venerable pastor yesterday, "and that having exerted his best efforts in preparing to present the truth there, it belonged to the members of the congregation to take that truth and scatter it around outside. It has always been his feeling that, although identified with the Presbyterian body, it is a greater thing to be a Christian than a Presbyterian and that any movement toward church unity is best promoted by being as broad a Christian as one possibly can, inside the limitation of one's own denomination.

"There has been some question as to whether Dr. Parkhurst is conservative or radical in his theology. Were he to be questioned on that point, he would probably say that he was conservative, but that he takes pains to disguise and render acceptable the old theology by presenting in forms, which while not offensive to conservative thought, are grateful to radical feeling."

The Rev. Dr. Charles H. Parkhurst.



His Seventieth Birthday Was Marred by Reported Loss of Two Friends on the Titanic.

THREE GUNMEN FIGHT UNTIL ALL ARE DOWN

Gangsters Who Have Terrorized Harlem Dying After Three-Cornered Street Battle.

BRISK CLOSE-RANGE FIRING

The Revolver of One Misses Fire and He Seizes Gun of Fallen Companion —Street Crowd Scattered.

Three gun fighters of Harlem, all of them known to the police, fell into an argument last night, whipped out their revolvers to settle it, and thirty minutes later, after firing twenty shots, were on the operating tables of the Harlem Hospital, unconscious and without any chance of recovery.

One of the gangsters, Giuseppe Morello, is a son of the famous counterfeiter "Lupo the Wolf," who is now serving a long term in the Atlanta Penitentiary; another, Charles Bario, better known as "Kid Baker," has been head of the Kid Baker gang, while the third, Joseph Pollizzo, was released on $2,000 bail two weeks ago after being held on a charge of burglary.

The three gun fighters have been near neighbors on the upper east side. Pollizzo and Morello had a flat together at 214 East 107th Street, while Bario's home was at 249 East 113th Street. They have been leaders of a gang that has terrorized the neighborhood.

The three men entered the saloon at 114th Street and Third Avenue at 9:30 P. M. and soon were talking noisily among themselves. They rose and went out together. Passers-by, of whom there were hundreds on crowded Third Avenue, saw Morello draw his revolver and open at point-blank range upon Bario. The passers-by very largely took to their heels and thereafter watched proceedings from areaways and second-story windows.

Bario and Polizzo drew revolvers to open in return, but the trigger of Polizzo's weapon was heard to click without any responding report. Bario droped to the ground unconscious, after firing six rounds, and Polizzo reached for his revolver. He reloaded calmly while Morello, who had emptied his revolver on Bario, was similarly engaged. Then the fight recommenced at the range of possibly thirty feet.

Polizzo had pulled the trigger five times and sent five bullets whizzing at his opponent, when he pitched forward across the body of Bario. Morello had jumped high in the air after Polizzo's fourth shot, and while he came down on his feet it was noticed that he was very weak and had been severely hurt. He fired two parting shots at the pair, doubled upon the ground, and slunk away.

Policeman Wolcert of the East 104th Street Station was the first man who presumed to interfere. He was standing on a fixed post at Third Avenue and 103d Street, and had a long run to reach the belligerents. When at last he arrived out of breath, Polizzo and Bario were lying in a heap on the ground, both unconscious and both bleeding freely. Morello had turned the corner of the saloon and had disappeared, only to be found unconscious and dying a few minutes later by an ambulance surgeon and two detectives.

Some watchers said that a large group of gangsters came rushing into the fight with drawn revolvers from the direction of 114th Street and Second Avenue, but retreated without opening fire, as they saw the police reserves approaching. They said it had been common gossip in the neighborhood that Morello and Bario had quarreled over the division of loot, and that their gang had been divided in loyalty between the two leaders for some time. Each faction blamed the other for giving the police information that led to the arrest of Polizzo on the burglary charge.

Dr. De Sautello, who responded to an ambulance call sent in by Policeman Wolcert, said that bullets had torn their way pretty generally through Bario's stomach, through Morello's back and stomach and through Polizzo's lungs.

BANK FAILS; NEFF SHOT.

A Cincinnati Manufacturer Found Wounded in His Office.

Special to The New York Times.

CINCINNATI, Ohio, April 16.—Richard Wayne Neff, President of the Remmers Soap Company of this city, is lying in a hospital here, the victim of a revolver shot wound in the chest, which physicians say may cost his life. The shooting took place in the factory building shortly before noon. So far the police have not ascertained how the injury came to be inflicted.

Mr. Neff, who is one of the best-known men in Cincinnati, was a Director of the former Cincinnati Trust Company when it passed out of existence. He was one of the signers of the note given by the Directors for $365,000. Mr. Neff also owns fifty shares of stock in the Second National Bank, on which notice of an assessment of 100 per cent. has been made. Mr. Neff was thus called upon to pay in the stock at face value to assist in restoring the $1,000,000 capital of the bank, which was taken over on Sunday by the Clearing House banks. The bank has incurred a loss of $2,000,000, and light was thrown upon the loss when it became known to-day that the institution held $920,000 of Ford & Johnson Furniture Company paper and securities, had lost $150,000 on a loan to a bank at Birmingham, Ala., and $250,000 in underwritings on a Colorado railroad and bonds of the Buffalo & Susquehanna Railroad. The Government also ordered $300,000 charged off the building and fixtures account. Samuel J. McCune, chief of the Clearing House staff, was elected Vice President.

Mr. Neff's grandfather was a banker named Nettleton, who left a large estate, which Mr. Neff has managed since he left Harvard University and entered business. When Guy W. Mallon started the Cincinnati Trust Company Mr. Neff was employed as teller, but left that institution to become President of the Remmers Soap Company, which he made a prosperous concern. Mr. Neff acquired a large block of Cincinnati Trust Company stock after George B. Cox became President of that institution.

It was known that the Nettleton estate was large and it was not believed that Mr. Neff's recent losses in bank stocks would financially embarrass him.

Conflicting reports as to the manner in which Mr. Neff was injured are in circulation. One is to the effect that the wound was self-inflicted.

DIVORCE AGREEMENT VOIDED.

Judge Smith Refuses to Enforce a Claim for Wife's Allowance.

Judge Smith in the City Court dismissed yesterday on the pleadings Mrs. Eva Rosenthal's suit against her husband, Benjamin Rosenthal, for the enforcement of the payment of a weekly separation allowance. In denying the application Judge Smith pointed out a provision that the allowance should cease if Mrs. Rosenthal should fail to get a divorce and that her husband was to pay her lawyer's fees in procuring one.

This, he declared, made the allowance against public policy. Judge Smith said that his decision would not hinder Mrs. Rosenthal from getting an allowance for maintenance based simply on her rights as a wife to support.

LEGISLATURE SLAPS WILSON.

Passes Vetoed Congressional Redistricting Bill as a Session Farewell.

Special to The New York Times.

TRENTON, N. J., April 16.—The Legislature ended its session this evening after passing the Congressional Redistricting bill over Gov. Wilson's veto. The Senate caused a surprise, however, by refusing to take similar action on the Grade Crossing bill, although the House of Assembly adopted it. The Republicans of the latter branch now purpose to file the measure as a law, the Governor having made an error in sending it to the wrong house with his veto message, and this will doubtless lead to litigation in the courts.

In executive session the Senate confirmed the appointment of Frank Bergen, John R. Hardin, and Mark A. Sullivan as Commissioners for the promotion of uniform legislation and that of John J. Cottrell to be harbor master of Elizabeth.

There was quite a row in the Senate when a message was received from the Governor asking leave to withdraw the appointment of William Saunders to the State Board of Education. Mr. Wilson named him while under the impression that he lived in Union County, whereas he resides in Somerset, the home of Joseph S. Frelinghuysen, another member. As the Governor is in the South Senate President Prince, who is acting executive, thought it improper to receive such a message, but it was finally decided to take it and request an opinion from the Attorney General.

DR. FUNK'S WILL FILED.

Leaves His Alma Mater, Wittenburg College, $10,000 and Brother $1,000.

MONTCLAIR, N. J., April 16.—By the terms of the will of the Rev. Dr. Isaac K. Funk, which was probated here today in the County Surrogate's office, $10,000 to bequeathed to his alma mater, Wittenburg College, Springfield, Mass. To a brotner, Benjamin F. Funk, Dr. Funk left $1,000 and the returns from $10,000 worth of stock of the Funk & Wagnalls Company, of which the testator was president at the time of his death on April 4.

This stock will revert to the holders of the residue of the estate on the legatee's death. The remainder of the estate is divided between his son, Wilfred J. Funk, and his daughter, Mrs. Lida M. Scott, both of Montclair, who are also appointed executors of the estate.

Aid for Man Found Starving.

THE NEW YORK TIMES acknowledges receipt of $1 from "B. N. W." for Edwin Shuster, who was found lying exhausted in a doorway and had to be taken to Bellevue Hospital in a starving condition.

Park & Tilford Employes' Reception.

Park & Tilford Employes' Mutual Benefit Association will hold its annual entertainment and reception at Terrace Garden, Fifty-eighth Street and Third Avenue, Manhattan, to-morrow evening.

LAST WEEK | MADISON SQ. GARDEN TWICE DAILY. 2:15 & 8:15. Doors Open One Hour Earlier.

BARNUM AND BAILEY CIRCUS

& the new 1,350 Character Spectacle Success

CLEOPATRA

A World of Foreign Arenic Sensations. ADMISSION TO EVERYTHING 25c & 50c Reserved Seats 75c., $1, $1.50. PRIVATE BOX SEATS $2.50. Box Office open 9 A. M. to 9 P. M. Children under 10 years Half Price to Afternoon Performances. Branch Ticket Offices (Box Office Prices). Lehigh Valley Ticket Office, 1460 Broadway. N. Y. Central Ticket Office, 121 W. 125th St. Theo. Lohr's (two stores), 104 Lenox Ave. & 286 Grand St., and Wanamaker's Store.

ASTOR B'way & 45th St. Evs. 8:15. Mats. To-day & Sat. 2:15. Wed. Mat. 50c-$1.50.
THIRD BIG MONTH The Greyhound

THE GARDEN OF ALLAH
POPULAR MATINEE TO-DAY at 2:10.
Entire Lower Floor $1.50
Foyer Circle 1.00
First Balcony ..... 75c. and 50c.
Second Balcony ..... 25c.
Century Thea. 62d St. & 8th Av. 'Phone 58 Col. Evgs. at 8:10 & Saturday Matinee 50c. to $2.

WALLACK'S B'way & 30th St. Evs. 8:20. Mats. To-day & Sat. 2:20.
POPULAR MATINEE TO-DAY 50c. TO $1.50.
TO-NIGHT 251st TIME ARLISS in DISRAELI

The Little Theatre 44th St., W. of B'way. Tel. Bryant 3840
Every Evg. at 8:45. Mat. Sat. 2:30.
GALSWORTHY'S "THE PIGEON"
Special Mats. Tues., Wed. & Fri. at 2:30.
Kennedy's "Terrible Meek" & "Palace of Han."
Edith Wynne Matthison in both plays.

BELASCO 44th St., near B'way. Evs. 8:15. Matinees Thurs. & Sat. at 2:15.
DAVID WARFIELD LAST 3 WEEKS in THE RETURN OF PETER GRIMM

REPUBLIC 42d St., nr. B'way. Evs. at 8:30. Mats. To-day & Sat. at 2:20.
LAST 6 TIMES THE WOMAN

MAC DOWELL CHORUS (CARNEGIE HALL) THIS EVE., Wednesday
Kurt Schindler, Conductor.
(Miscellaneous Program.)
Prices 75c-$1.00-1.50-2.00 at Hall

PLAZA, Thursday, April 18th, at 3:30 P. M.
Edith Reumert will give a dramatic reading.
Hans Christian Anderson
Misses Fuller will sing with harp accompaniment.
Benefit of Jacob A. Riis Settlement.
Tickets $1.50, 8 West 87th St., 151 East 56th.

B. G. EMANUEL Offers ORLENEFF Week April 15, in Repertoire.
Lipzin Theatre | 235 Bowery. Phone Orchard 1488. To-day, Ghosts; Thurs., Czar Feodor Ivanovitch.

GARDEN THEATRE, Mad. Ave. at 27th St. Daily 2:30 & 8:30. Mats. 25c. & 50c. DURBAR AND THE BURIAL OF THE MAINE IN KINEMACOLOR

COLONIAL Daily Mat. 25c. Gus Edwards' Revue, Orsay & Dayne, Wish Wynne & 7 Big Acts.

ALHAMBRA Daily Mat. 25c. 6th Big Anniversary 12—HEADLINERS—12

OLYMPIC Mat. To-day, SEATS 25c. East 14th St. Phone 708 Stuyve. Home of High-Class Burlesque. TROCADERO BURLESQUERS. Amateur Night TO-MORROW.

HURTIG & SEAMON'S Matinee Daily. West 125th St.
Amateurs Fri. Evg. HARRY HASTINGS' BIG SHOW. Extra—DAISY HARCOURT.

Columbia B'way & 47th. Burlesque Evs. & Sat. Mat. 25c-$1. SOCIAL MAIDS, with George Stone. Smoking Matinee To-day 15c. 25c. & 50c.

HAMMERSTEIN'S—Big 17-Act Anniversary. Belle Baker, James J. Morton, Tempest & Sunshine, 33rd Fisher, Yvette, & 14 others.

GRAND 23d St., 8th Av. GET RICH QUICK WALLINGFORD. Mat. To-day.

MURRAY HILL Mat. To-day. Smoking. Evs. 8:15. THE WORLD OF PLEASURE.

Academy OF MUSIC. Pop. Prices. Mat. Daily. PRETTY PEGGY.

Weber and Heilbroner
Announce a Sale
of
"Onyx" Hosiery
For One Day Only—To-day
Wednesday, April 17
Men's Pure Thread Silk Hose
Best "Onyx" 50 Cent Quality
To-day Only, 35 Cents, or 3 Pairs for $1
The above in black and all the fashionable Spring and Summer shades
Men's "Onyx" Black Silk Lisle
Never Sold Less than 50 Cents
To-day Only, 35 Cents, or 3 Pairs for $1
This is the sock that first made the name "Onyx" famous
Women's Pure Thread Black Silk Hose
Best "Onyx" $1.50 Quality
To-day Only, $1 a Pair
These are the regularly advertised $1.50 hose with "DUB-L" silk tops
This Sale is in Honor of the
Twenty-fifth Anniversary of "Onyx" Hosiery
The manufacturers have authorized us to cut the prices for this one day on these three of the topmost regular "Onyx" values—in commemoration of the loyal support which the public has given the "Onyx" brand for a quarter of a century.
Telephone or Mail Orders will be Filled.
Telephone, Barclay 7220
At All Nine Stores
Weber and Heilbroner
349 Broadway 241 Broadway 757 Broadway 1185 Broadway
44 Nassau 150 Nassau 20 Cortlandt 27 New 42nd and Fifth Avenue
Largest Distributers of Men's "Onyx" Hosiery.

HIPPODROME 6th Av., 43d-44th. Daily Mats. 2. Best Seats $1. Evs. 8.
NEW DURBAR Circus | Around the World
NEXT SUNDAY EVENING FAREWELL TO TETRAZZINI
Seats Now on Sale. Hardman Piano Used.

WINTER GARDEN B'way & 50th Tel 411 Col.
Mat. To-morrow 50c. 75c and Best Seats $1.00.
NEW SPRING EDITION OF WHIRL OF SOCIETY

William Collier's COMEDY 41 St., E. of B'way. Evs. 8:15. $1.50 Matinee To-m'w 2:15.
BUNTY PULLS THE STRINGS

Broadway Thea., 41st St. and B'way. Evs. 8:15. MATINEE TO-DAY. Reserved Seats 50c-75c-$1. Best Seats $1.50.
Weber & Fields' JUBILEE CO. OF 100 in "Hokey Pokey" and "Bunty Pulls & Strings."

Manhattan OPERA HOUSE. 34th & 8th Av. Evs. 8:15. Mat. To-day 25c & 50c.
JOHN MASON in AS A MAN THINKS.

DALY'S B'way and 30th St. Evs. 8:15. $1.50 Matinee To-day 2:15.
LEWIS WALLER in MONS. BEAUCAIRE

CASINO B'way & 39th. Beginning NEXT TUES. Seats To-m'w.
JAS. T. POWERS in a new musical play "TWO LITTLE BRIDES"

39th St. Thea. 39th St., near B'way. Evs. 8:15. $1.50 Matinee To-day 2:15.
A BUTTERFLY ON THE WHEEL

LYRIC 42d, west of Broadway. Evs. 8:15. Last 6 Times Matinee To-day Next Seats $1.50.
LITTLE BOY BLUE
Beginning MON., APR. 22. (Seats To-morrow.)

FRENCH GRAND OPERA CO. of New Orleans.
1st week: Mon. "Trovatore"; Tues., "Faust"; Wed. Mat., "Mignon"; Wed Eve., "La Favorite"; Thurs., "Thais"; Fri., "Manon"; Sat. Mat., "Carmen"; Sat. Eve., "Lucia." Prices 50c. to $3.

PLAYHOUSE 48th, E. of B'way. Phone 2628 Bryant. Evs. 8:10. MATINEES: To-day, To-morrow & Saturday.
Bought and Paid For

WEST END 125th, W. of 8th Av. Evs. 8:15. $1.00 Matinee To-day 2:15.
THE BIRD OF PARADISE

MAXINE ELLIOTT'S Theatre, 39th St., bet. B'way & 6th Av. Evs. 8:30. Matinee To-day at 2:30, Best Seats $1.50
Mr. Charles Hawtrey in "Dear Old Charlie"
How Hawtrey's Humor Is Heralded:
HERALD: "HAWTREY UNCTUOUSLY AMUSING."
TRIBUNE: "LIGHT PLAY WELL ACTED. FIRST NIGHT AUDIENCE AMUSED AT THE MANY SPRIGHTLY PASSAGES."
LOUIS DE FOE, WORLD: "'DEAR OLD CHARLIE' HUMOROUS IN A QUIET WAY, WITH GOOD ROLE FOR THE STAR."
LAWRENCE REAMER, SUN: "PLAY AN AMUSING ONE. WITTY LINES."
EVE. TELEGRAM: "MR. HAWTREY KEEPS HIS AUDIENCE CONSTANTLY AMUSED."
ALAN DALE, AMERICAN: "HAWTREY WARMLY WELCOMED."

A LAUGHING PUNCH ON NEW YORK'S FUNNY BONE
BLANCHE RING IN "THE WALL STR. GIRL" with HARRY GILFOIL. B'way & 43d St. FIRST MAT. TO-DAY.
AT THE GEO. M. COHAN THEATRE
IS THE BEST SPRING TONIC
—SO THINK—
HERALD, WORLD, AMERICAN, TELEGRAPH, SUN, TELEGRAM, MAIL, EVE. SUN
AND MR. and MRS. PUBLIC
THIS GIRL RING MAKES 'EM WHISTLE AND SING

NEW YORK'S LEADING THEATRES

EMPIRE B'way & 40th St. Evs. 8 sharp. Mats. To-day & Sat. at 2 sharp.
The Liebler Co.'s BIG CAST Revival of Marie Doro, Constance Collier, Lyn Harding and Nat C. Goodwin.
OLIVER TWIST

LYCEUM THEATRE, 45th St., near B'way. Evs. 8:30. Mats. To-m'w & Sat. 2:30.
Prices 25c. to $1
SENSATIONAL NOVELTY!!!
PAUL J. RAINEY'S AFRICAN HUNT
SEEN AND DESCRIBED With MARVELOUS MOTION PICTURES.

HUDSON 44 St., E. of B'way. Evs. 8:30. Mats. To-day & Sat. at 2:30.
LAST WEEK THE RIGHT TO BE HAPPY
With Dorothy Donnelly & Edmund Breese.
Next Mon.—WHITESIDE—THE TYPHOON.

FULTON 46th St., W. of B'way. Evs. 8:25. Mats. To-day & Sat. at 2:20.
WHITESIDE IN THE TYPHOON

HARRIS W. 42d Street. Evs. 8:30. Mats. To-m'w & Sat. 2:20.
THE TALKER

PARK 59th St., B'way, Col. Cir. Evs. 8:10. Mat. To-day—Best Seats $1.50.
The Quaker Girl with CLIFTON CRAWFORD

CRITERION B'way & 44th St. Evs. 8:15. Mats. To-day & Sat. 2:15.
LOUIS MANN in "ELEVATING A HUSBAND."

KNICKERBOCKER B'way & 38th St. Evs. 8 sharp. Mats. To-day & Sat. at 2.
OTIS SKINNER IN AN ARABIAN NIGHT KISMET

New Amsterdam 42d St., near Broadway. Mat. To-day 50c., $1.50.
LAST 4 NIGHTS. Last Mats. To-day & Sat.
Klaw & Erlanger's New Musical Comedy
THE MAN FROM COOK'S

Ziegfeld Moulin Rouge
Formerly N. Y. Theatre. Smoking Permitted.
Popular Price
Mat. To-day 50c to $1.50
300 Seats First Balcony $1.00
"A WINSOME WIDOW"
ALL-STAR CONCERT SUNDAY.

LIBERTY 42d St., near B'way. Evs. 8:15. Matinee TO-DAY. Best Seats $1.50
HENRY MILLER In THE RAINBOW by A. E. THOMAS.

GAIETY B'way, 46 St. Evs. 8:30. Mats. To-day & Sat. 2:30.
Aps. Cohan & Harris success "Honest Laughs. Real Fun."
OFFICER 666
with GEORGE NASH & WALLACE EDDINGER.

GLOBE B'way & 46th St. Evs. 8:20. To-day Mat. Popular Prices.
LAST 6 TIMES EDDIE FOY OVER THE RIVER.
THE ROSE MAID Next Monday. Seats Thursday.

OLD MASTERS EXHIBITION FROM LONDON, In aid of Dickens Fund, 19 East 32d Street. From 10 A. M. to 6 P. M.

STRINDBERG'S MASTERPIECE,
THE FATHER—A HIT
"It is certainly a play."—Acton Davies.
Mats. Thurs. & Sat. Evs. 8:30.
BERKELEY Theatre, 44th, near 5th Av.

5th AVE. B'way. 28th St. Daily Mat. 25-50c.
Mabel Taliaferro, Everett Shinn's Mellerdramer, Edwin Stevens, & T. Big Acts.

EDEN MUSEE WORLD IN WAX. 55 West 23d St. CINEMATOGRAPH Fach. News. Orchestral Concerts. Extra Attractions.

BROOKLYN AMUSEMENTS.

ORPHEUM BROOKLYN. Mats. Daily. 25c.
R. A. ROBERTS, OLGA PETROVA, RYAN & RICHFIELD CO., JACK WILSON & CO., others.

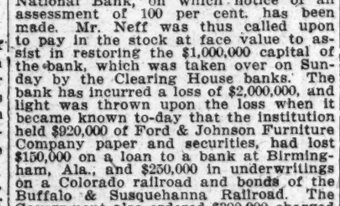
HOTELS AND RESTAURANTS.

A NOVEL CABARET ENTERTAINMENT
Commencing at 10 o'clock
In addition to our famous Hungarian Orchestra and Singers from 6.30 each evening.
CAFÉ BOULEVARD
Tenth Street and Second Ave.
Telephone 4040 Orchard

MARBURY HALL
164 AND 166 WEST 74TH ST.
Select residential hotel, delightfully located between Riverside Drive and Central Park. Newly decorated and renovated. Every modern convenience conducive to comfort. Handsome suites of one or more rooms, with bath. One very attractive three-room suite, with two baths. Inspection invited.
C. E. SEFTON, Proprietor.

HOTEL ALBANY
BROADWAY & 41ST ST. THEATRE AND SHOPPING CENTRE.
SPECIAL LOW RATES to permanent guests till August 1st and October 1st.
100 rooms, $1.50 per day.
100 rooms and bath, $2.50 per day.
GEORGE RECTOR'S. Broadway & 40th St. Shore dinners de luxe, $1.25.

Wallach Bros.
8d Ave., Cor. 122d St. (Open Evenings)
1193 Broadway, Just below 29th St.
246-248 West 125th St. (Open Evenings)
OUR Hart, Schaffner & Marx Suits for Spring offer greater values than ever. Especially the lines at $18, $20, $22.50 and $25. Come and see.



AN ARROW Notch COLLAR
Easy to tie the cravat in and to notch on, oval buttonholes, which makes buttoning easy. 2 for 25c.
Cluett, Peabody & Company, Makers, Troy, N. Y.

John Jameson Three Star Whiskey

The Provident Loan Society OF NEW YORK
Loans from $1 to $1000 upon pledge of personal property.
INTEREST RATES
One per cent. (1%) per month or fraction thereof.
One-half per cent. (½%) charged upon loans repaid within two weeks from date of making.
OFFICES
MANHATTAN AND BRONX
Fourth Avenue cor. 25th Street
Eldridge Street cor. Rivington Street
Seventh Ave. bet. 48th and 49th Sts.
Lexington Ave. Cor. 124th Street
Grand Street cor. Clinton Street
Courtlandt Ave. Cor. 148th Street
BROOKLYN
Graham Avenue cor. Debevoise St.
Pitkin Avenue cor. Rockaway Ave.